

PRICE TO BE PROBED

Investigation of Milk Problem to Be Launched.

COST OF LABOR IS BLAMED

Dairymen Declare Creamery and Dairy Workers Demand High Wages—Consumption of Milk Said to Be Greatly Reduced.

A thorough investigation of the milk distribution in Portland with a view of eliminating duplication of routes and reducing the cost of handling milk will be launched immediately by the Milk Commission, through H. R. Hastings.

Mr. Hastings has been appointed to conduct the probe without pay and in addition has agreed to furnish all clerical help necessary without cost to the city.

The high cost of labor in handling milk for distribution is the cause attributed by F. T. Wilcox, manager of the Fernwood dairy, for the inability of the dairymen to reduce the present cost of milk.

Can washers who formerly worked for \$20 weekly have been paid a week, according to Mr. Wilcox. Creamery workers are now paid 25 to 23-1/2 per cent higher wages than prevailed one year ago. The dairy workers are leaving the country to engage in shipbuilding and to work in logging camps, Mr. Wilcox states. These workers were formerly paid \$40 and \$50 a month with room and board. Now many refuse to work on the dairies at \$30 a month and keep, he says.

The consumption of milk in Portland has fallen from 20,000 gallons a few years ago to 14,000 gallons a day at the present time, according to E. C. Calloway, city milk chemist.

"Portland people have reduced the milk consumption because of the increased cost," he said. "This reduction is a mistake and future generations will be forced to pay the price. Milk is essential to the children and is extremely beneficial to adults. Compared in food values with other foods, milk is cheaper at the present price than are many other food articles used in every home daily.

The "front door" delivery is a contributing factor to the high cost of milk, Mr. Calloway believes. Deliveries of milk in Portland are in the majority made to the rear door steps. This necessitates an average walk of 100 feet for each delivery of milk, consuming time which contributes materially to the cost of delivering milk, according to Mr. Calloway.

The average persons, he said, refuses to allow the dairymen to deliver the milk to the front door step, but if the war continues, the people will be forced to submit to this plan. Elimination of duplication of routes, Mr. Calloway says, is another partial solution of the milk problem.



Head and Shoulders above the rest of them

That's the way men feel in

Mathis Clothes

Superior Quality of Fabric and Finish is our constant watchword in selecting these garments for you. Try them on before our mirrors. You will find a style here particularly suited to your build.

Moderately Priced

\$20 to \$57.50

Mathis MEN'S WEAR

Corbett Bldg. Fifth and Morrison

Let's Get at the Facts

How Costs Have Climbed

It Takes \$1.465 Today to Cover Last Year's Dollar

To furnish streetcar service in Portland it is now costing us 46 1/2 per cent more in operating expenses than one year ago.

As you must know, operating costs in all industries have advanced enormously, and the limit has not yet been reached.

The street railway is not sacred and is not protected in any way from the rising costs of furnishing transportation represented by the higher wages paid and the greater costs of materials required and used for repairs.

A Big Jump of \$304,133.13

Think of it!

During the five months from November, 1917, to March, 1918, inclusive, the direct operating costs of furnishing street railway service in Portland increased \$304,133.13 over the corresponding period of 12 months earlier.

This represents an increase of 42.4 per cent.

And, mind you, no interest, depreciation or taxes are included in these figures.

80 Per Cent Was for Wages Alone

During the month of March, 1918, the direct operating costs of the street railway were \$71,631.91 more than in March, 1917.

An Increase of 46 1/2 Per Cent

Of the increased costs, more than 80 per cent was paid in higher wages to employes.

We cannot provide adequate streetcar service otherwise than by meeting the higher operating costs imposed upon us by the conditions of the times—and we cannot meet the higher costs of such service except by receiving a higher fare than would suffice years ago.

There Is No Return for Stockholders

During the five months' period, November, 1917, to March, 1918, inclusive, the earnings of the street railways were \$311,733 after deduction of operating expenses and taxes and making allowance for depreciation as determined by the Public Service Commission.

This is at the rate of 4 1-10 per cent per annum on the values of the street railway system, as determined by the Public Service Commission.

The basis of net earnings for the five months' period mentioned is insufficient to meet the interest on bonds and maturing street improvement assessments and provides no funds for improvements or dividends to stockholders, who for four years have had no return whatever on the millions of dollars invested by them in the street railways.

Please think this over!

What Would the Jitneys Do?

Opponents of 6-cent fare have the idea that the jitney would be a cure-all, and that their return would mean a 5-cent car ride for everybody.

Now, would it?

Suppose the jitneys do come back and put our company completely out of business. What would it cost the traveling public in jitney fares a day, as compared with the present cost under a 6-cent carfare?

Our company carries approximately 240,000 passengers a day. Of this total, 27 per cent use transfers. In other words, we carry them for nothing.

All right, then. Turn these 240,000 passengers a day over to the jitneys, and see where they get off financially.

Twenty-seven per cent of them will have to pay two fares, or 10 cents, assuming, in the first place, that the jitneys will carry them for a nickel a ride. The other 73 per cent, or 175,200, will pay 5 cents a ride.

Here are the figures:

64,800 passengers at 10 cents each...	\$ 6,480.00
175,200 passengers at 5 cents each...	8,760.00
240,000 total jitney fares daily.....	\$15,240.00

In other words, the average fare if the jitneys had full sway would be 6.35 cents per ride.

Now take our side of the situation for a moment.

Under the universal transfer system we would carry the 27 per cent, or 64,800 passengers, for nothing. Suppose, for sake of argument, that all the rest, or 175,200 passengers, paid a full 6-cent fare (which they don't), here is the result:

64,800 free-transfer passengers.....	
175,200 passengers at 6 cents each....	\$10,512.00

This is an average fare of 4.38 cents per passenger, as against an average of 6.35 cents per jitney passenger. In dollars and cents, the jitneys would be exacting from the public every day the difference between \$15,240 and \$10,512, or \$4,728. That is approximately what it would cost the people of Portland extra in carfares every day if the jitneys put us out of business.

But, there is something else to consider.

We carry tens of thousands of passengers every day on 5 1/2-cent tickets.

We carry thousands of passengers every day on 4-cent school tickets, and we carry thousands of passengers every day for nothing—policemen, firemen and other public employes.

WOULD THE JITNEYS DO THAT?

Would the jitneys, or could they, ever give a complete, safe, regular, dependable or reasonable service? And, what would they do during rush hours or in stormy weather?

VOTE 100 X YES

PORTLAND RAILWAY, LIGHT & POWER COMPANY.

(Paid Advertisement.)

Phone Your Want Ads to—

THE OREGONIAN

Main 7070—A 6095

BOYS TO BE DIVERTED

"MEET A FRIEND NIGHT" AT HELLIG THEATRE ARRANGED.

Soldiers Stationed at Vancouver Will Be Guests of Portland People Tomorrow Night.

Tomorrow night will be "Meet a Friend Night" at the Hellig Theatre for the soldiers stationed at Vancouver. The entertainment has for its object the bringing together in an informal manner of the people of Portland and visiting soldiers. It is to be held at the auspices of the Young Men's Christian Association.

"Cherishers" of Salem, will travel to Portland for the purpose of contributing to the entertainment. Two military bands from Vancouver will furnish music. Other features of merit also will be presented.

Soldiers and International Y. M. C. A. secretaries say the treatment accorded the soldiers by the people of Portland and the officers stationed here has been most cordial and hospitable. "This was made possible," said one of these secretaries yesterday, "by the splendid co-operation of the people with the Y. M. C. A. authorities."

The affair has met with hearty approval on the part of officers at Vancouver and they have given material aid in its furtherance. "One of the greatest needs of the Army," said an officer recently, "is to bring the soldiers together with the best citizens and create a normal social life."

Reserved seats for the entertainment will be on sale after 4 P. M. at the Y. M. C. A. service department. Men and women are invited, but no one under 21 years of age will be admitted.

GUARD TO BE RECRUITED

Men Not Fitted for Overseas Duty Acceptable in New Branch.

Orders to assist in the recruiting of men for the United States Guard reached the office of Colonel George S. Young, in charge of the Portland Army recruiting office, yesterday. Four battalions of the new military organization are to be obtained in the Western Department, which embraces Oregon.

Men will be taken who are not fitted for active duty overseas, and equipment will be furnished by the ordnance department and quarters by the War Department of 25,000 United States Guards throughout the Nation has been authorized by Congress.

WIFE SHIES AT PORTLAND

Refusal to Live Here Brings Suit for Divorce.

With the allegation that his wife refused to leave San Francisco to come to Portland to live with him, Wade H. Johnson began suit for divorce against Lettie May Johnson in the Circuit Court yesterday. Desertion is the technical charge. They were married in San Francisco in January, 1907.

Ethel Frazier wants a decree of divorce from Harry Albert Frazier, alleging desertion. They were married in this county in 1916. She asks to be allowed to resume her maiden name, Ethel Gray.

QUINALT SALMON RUN ON

Grays Harbor Canneries Begin Operations for 1918 Season.

HOQUIAM, May 13.—(Special).—The annual run of Quinalt salmon has started in the Quinalt River and

already some of the Harbor canneries have begun to pack the fish. The run so far is light, and is not expected to reach its height until about May 20, and after that time is expected to be heavy for about three weeks.

MUST PAY FOR STATEMENTS

A Protest and a Warning.

If the privately-owned press in political campaigns published with impartial fairness and fullness items of news regarding all candidates and their progress, it would not be necessary to buy advertising space in order that the people might know facts which ought to be supplied to them by the press as news. Do you think that the only news which the people have a right to know occurs in connection with the favorite candidates of particular newspapers?

RACE BRINGS \$30 FINE

ALTOIST HAS EXCITING RUN WITH NORTH BANK TRAIN.

In Last Lap of Thrilling Ride, With Victory Near, Policeman Halts Mrs. P. R. Bell.

As Mrs. P. R. Bell was driving down the Linnton road Sunday afternoon she was challenged by the engineer of a North Bank train for a race. The train was going at a fast clip and Mrs. Bell decided to test out her big touring car. She was speeding along at 40 miles an hour and was about to beat the train, when a motorcycle policeman dashed upon the scene. Thus did Mrs. Bell explain to Municipal Judge Roseman yesterday why she was moved to exceed the speed limit. The court agreed that it was exciting fun, but also a bit hazardous to the public, so he imposed a fine of \$30.

Roy Freeman, a grocery clerk, bought a motorcycle five weeks ago, but failed to familiarize himself with the traffic laws. He was arrested for operating his machine carelessly and too fast. The court will hold his motorcycle for 30 days. He is to brush up on the traffic regulations. He paid a \$5 fine besides.

Y. Obs. a Japanese motorist, drove his car in reckless fashion on South Third street and barely escaped collision with an automobile. It cost him a \$20 fine.

Other speeders and traffic law violators were fined as follows: A. J. Roseman, \$15; H. P. White, \$15; Carl Benson, \$15; R. Kebernack, \$20; J. M. Harter, \$15; S. Jacobson, \$15; Earl Gust, \$10; William North, \$10; Bert Nash, \$20; J. G. Cromer, \$15; S. A. Stockall, \$10; W. P. Dickey, \$15; J. W. Powers, \$12; Andy Hilleig, \$10; Will Joss, \$10; D. Webb, \$15; Y. Wirtz, \$10; George Mathews, \$15; Mary Kaseberg, \$20; Art Donaldson, \$15; John Brooks, \$10; P. Bryant, \$20.

WHISKY "TOTER" IS FINED

George Hurlburt Pays \$10 for Having Bottle in Possession.

George Hurlburt—no relative of the Sheriff—paid a \$10 fine in District Judge Dayton's court yesterday for having a pint bottle of whisky in his possession. He was picked up on the Columbia Highway by Deputy Sheriff Schirmer.

P. C. Lewis, a youth, was showing a girl on the rear seat of his motorcar. He was just how fast he could travel. He was hitting it up to 45 miles an hour when Deputy Sheriff Taylor stopped him. He paid \$2.50 for speeding, and H. A. Russell donated \$5 for riding a motorcar with his muffler wide open.

Read Harley's article, page 8.—Adv.

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Read Harley's article, page 8.—Adv.

MOSER WILL WIN

Because the people know his record and are with him.

(Paid adv. by Moser Campaign Com.—Hamilton Johnstone, chairman; Dr. T. L. Perkins, Sec'y, 1624-S Teon Bldg.)

Phone your want ads to The Oregonian, Main 7070, A 6095.