

COUNCILMEN WILL VISIT GAS WORKS AND MAKE THOROUGH INSPECTION GET LUMBER

Taking of Testimony Before Investigating Committee Concluded Last Night.

TEAL FAVORS MUNICIPAL INSPECTION OF METERS

Witnesses Who Had Testified Against Company and Whose Testimony Was Subsequently Shaken, Take Stand to Explain.

Investigation of the Portland Gas company by the city council is drawing to a close. The taking of testimony before the investigating committee was concluded last evening and the next step will be an examination of the gas company's plant. At the request of the committee, the councilmen will visit the gas works and make personal inspection of every part of them. One week from next Monday the committee will meet again to hear arguments by the attorney for the gas company.

In the course of the session last evening J. N. Teal, attorney for the gas company, proposed to the councilmen that the city should establish a system of municipal inspection of all gas meters. He urged this as the best possible method of doing away with all cause of complaint on the part of consumers and believed that it would prove satisfactory both to them and to the gas company.

In order to set at rest all question as to the candle power, quality and pressure of the gas now furnished in Portland, Mr. Teal proposed that an expert be appointed to examine and make report on these points.

At the Oregonian is very anxious to get at the facts and is not contented with the testimony of the gas company, but the attorney, "no doubt it will be willing to pay one half the expense of securing an expert and the gas company will pay the other half."

Committee Studies Burners. At the conclusion of the session the committee went in a body to the office of the gas company, where one of the employees gave a practical illustration of the merits of the various kinds of gas burners in use in Portland. He showed the committee that in many cases large gas bills are the result of wasteful burners, and exhibited some burners which are being extensively used on the false representation that they economize gas.

But three witnesses upon the stand during the evening. L. T. Gilliland and J. W. Toomey, both of whom had testified of excessive gas bills, but whose testimony was subsequently contradicted in part by Earl Cleland, an employee of the gas company, took the stand to explain their statements. W. S. Dole, superintendent of the gas company, was the only other witness heard, though some documentary evidence was submitted by Mr. Teal.

Laundry Man Explains. L. T. Gilliland, proprietor of the Union laundry, took the stand in order to explain how his gas bills were lower in 1904 and 1905 than for the two years previous. He denied that the cost was an account of the reduction in price and said it was due to the fact that he had been using electricity to heat his water for the past two years in place of gas. This lessened his consumption of gas and he considered the bills excessive.

J. W. Toomey, proprietor of the Barr hotel, whose former testimony had been suppressed important facts and had given the gross amount of his bills instead of the net, then took the stand in order to make an explanation. He attempted to justify the testimony he had originally given, but was obliged to admit that he had withheld important facts. Mr. Teal was evidently of the opinion that Toomey is a chronic fault-finder.

"Did you ever have trouble with the electric company over your bills for electric light?" Toomey at first thought not, but finally replied in the affirmative. "Did you ever have trouble with the water board about your water bills?" Toomey reluctantly admitted that he had complained of his water bills, as well as his gas bills and his electric bills.

Dole Good Witness. W. S. Dole, superintendent of the gas company, proved an important witness. He is a graduate of Cornell and is a civil engineer. In response to the questions of Mr. Teal, the witness said that he had been connected with a number of large gas companies in Chicago, New York and San Francisco, before coming to Portland. His testimony dealt largely with the cost of making gas in Portland and its quality.

The cost of manufacturing gas in San Francisco, exclusive of depreciation, is about 60 cents per 1,000 feet, said Dole. That is the present cost to the independent gas company and makes a complete comparison with the cost of the San Francisco gas company last year was 62 cents. The candle power of the independent company's gas is 22 and that of the rival company's is 19.

A DIFFERENCE IN LUNGS.

In the Edinburgh University three human lungs lie side by side. One is of an Eskimo and is snow white. In life, this would be ruddy with rich blood. Another is that of a coal-miner and is black. The other is of a town dweller and is a dirty slate gray, as are the lungs of most city residents. That's why consumption thrives in cities.

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The candle power of the gas supplied in Portland is 22. The quality of the gas in this city is practically the same as that of the gas made by the independent company of San Francisco. "Last winter we carried as high as 5 inches pressure," continued Superintendent Dole. "The pressure ranged from that to 2 1/2 inches. Now the maximum is 4 1/2 on the east side and 4 on the west side. For Welsbach burners or gas stoves there must be at least 3 inches pressure. In the outskirts of the city greater pressure is required. The pressure we use certainly would not be considered excessive. In New York the pressure is 6 inches, in Chicago it is 13 inches and in San Francisco the independent company uses a pressure of 8 or 9 inches. The consumer can always regulate the pressure by means of the stop cock at the meter or by the valves of his gas stove. It is the gas company's interest to keep the pressure as low as possible in order to avoid leakage."

Most Complaints From Weak Pressure. "Are many complaints made to you on account of too high pressure?" "More complaints, by at least 20 to 1, are made on account of low pressure," replied the witness.

Superintendent Dole gave much important information relative to the number of consumers per mile in Portland and other cities, the average consumption per meter and the cost of coal here and elsewhere.

"The quality of the gas during the past five or six months has been uneven," said Dole, "because we are making many changes and improvements at the works. At the same time there has been a great increase in consumption. The inequalities have been unavoidable while these improvements were going on."

Judge McGinnis strove to lessen the force of Dole's testimony and indulged in some sarcastic comment, but the witness proved well able to hold his own. Judge McGinnis was especially anxious to know about some chemical tests of coal and oil which the gas company has been making and desired to know whether they entered into the price of gas. Dole replied that they did not.

Dole testified that without a decided increase in consumption the gas company would be unable to earn dividends when the price of gas is reduced to 26 cents. He must rely upon increased consumption to make the business pay.

Dress Parade, Says McGinnis. "I have never known of another city where so many voluntary reductions in the price of gas have been made in the same length of time," said Dole. "When, at the conclusion of Dole's testimony, Mr. Teal invited the members of the gas company to visit the company's office in order to see for themselves the results obtained from different burners, Judge McGinnis entered a protest.

"That's a mere dress parade," he exclaimed angrily. After a sharp tilt between the attorneys the committee adjourned and went in a body to the gas company's office.

The exhibition of gas burners proved to be of considerable interest. One of the gas company's employees showed the respective merits of the different burners. The company advocates the use of the Welsbach burner, which consumes only 4 feet per hour and gives a light of 400 candle-power. An imitation of the Welsbach burner is being sold, but it gives a much poorer light, the candle power being only 60 or 70.

A burner which has found extensive sale is known as the "Jumbo." Agents handling it represent that it uses only 3 feet of gas an hour, but when tested at the gas company's plant it was found to consume 14 feet per hour.

Next week the committee will visit the gas company's plant and make a complete investigation of the works. They will also endeavor to form an estimate of the value of the plant. One week from next Monday evening, the arguments of attorneys for the Oregonian and for the gas company will be heard.

REVIVAL MEETINGS AT RODNEY AVENUE CHURCH

F. Elmo Robinson, who has recently taken charge of the work at the Rodney Avenue Christian church, Rodney avenue and Knott street, will begin revival meetings in the church Sunday, March 26. Mr. Robinson came to the Northwest three years ago and soon became a member of the church.



F. Elmo Robinson.

After his arrival, took charge of the little mission church, The Dalles, Oregon. During his ministry there the church grew strong and self-supporting. Since he has taken charge at the Rodney Avenue church there has been a marked increase in attendance and interest in all departments of the work. The people are enthusiastic over the promise of a great year's work.

Services will be held each evening next week. Song service at 7:30 p. m.; preaching at 8 p. m. Subject for Sunday at 11 a. m., "Glorifying God in the Name"; 7:30 p. m., "Lies."

WORK TO BEGIN ON BELT ROAD IN GRAND RONDE

(Special Dispatch to The Journal.) Union, Or., March 24.—A carload of plows, scrapers and other grading utensils has been received in Union for work on the Central Railway of Oregon, the electric railway which will encircle the entire Grand Ronde valley. Grading will be commenced at a point about three miles northwest of Union and continue toward the Cove. Some of the eastern parties interested in the belt railway enterprise have arrived and they are pushing the work as rapidly as possible. Weather conditions will be the only element now in the way of progress in the building of the road.

Steamer Northland Hereafter Will Ply in Coast Trade Out of Gray's Harbor.

THREE INDEPENDENT COASTERS ARE LEFT

Two Months Ago a Dozen or More—Service Will Have to Be Increased to Handle Traffic by Addition of Two or Three Carriers.

Because it is impossible to secure lumber at Portland for the coastwise business, the steamer Northland will be taken off the Portland-San Francisco route on which she has been running regularly for nearly two years. The steamer arrived at the city on her last trip and after that she will be placed in the lumber trade out of Gray's Harbor.

With the Northland taken off the route from Portland, the only coasters which will come here regularly aside from those operated by the San Francisco & Portland Steamship company are the Redondo, Roanoke and E. A. Kilburn. A couple of months ago there were a dozen or more plying regularly up and down the coast in the lumber and grain-carrying trade. With the fleet so reduced the shippers fear they will be unable to make shipments of general freight to and from San Francisco with the same dispatch.

While the steam schooners formerly went out loaded almost to their full capacity with lumber, they frequently handled general freight and on the trip from California they brought heavy shipments of merchandise. In fact, it is declared that the independent steamers, which were used to handle the miscellaneous freight on the return trips from the coasters of the old-established lines.

Since the outside steamers are pulling off the run, it is asserted that either the Doe interests, owners of the Roanoke, or the Harriman people will be obliged to increase their service. If they do not, the shipments from the south to Portland will have to be made by rail, as the steamers will be unable to handle all of the traffic. The Senator will be off the route by the middle of April, but the company plans to have another vessel in her place. Shippers say there ought to be at least two or three other first-class carriers added to the fleet.

ENGAGED FOR WHEAT.

French Bark Chartered to Take to Europe Grain as Yet Unloaded. Chartering a ship to load new-crop grain for Europe so far in advance of the harvest season is a long chance and the French bark which is being exported firm. The names of the ship or firm will not be disclosed for a few days. It is explained, however, that the vessel is a French bark and was built at the union yard at 27 1/2.

This is the first craft to be chartered on the Pacific coast this year to transport a cargo of wheat, still to be grown and harvested, to the European markets. The vessel will leave Portland in a few days for Portland and a cargo of cement. She is expected to arrive the latter part of August.

That the first ship for new-crop loading should be chartered to carry a cargo to Portland is taken as evidence that the owners do not intend to make the fight against this port with such vehemence as characterized their actions last season. If they show discrimination against this port it is the general opinion among those who keep in touch with shipping affairs that more cargoes of grain will be dispatched from the Columbia river in the coming season than from all of the other ports of the Puget sound. Even when the owners were fighting Portland she made equally as good a showing as her northern neighbors.

This first shows that the exporters are fully convinced that the price of wheat is not going to advance. If it should, the firm securing the vessel several months before the cargo is brought to tidewater would be a heavy loser by the transaction. In the event that the price of wheat would get up to \$1 a bushel, for instance, and the Liverpool quotations remain unchanged, the early venture would cost them some thousand dollars. In years past several of the exporters have lost heavily by engaging tonnage so early in the season.

IN HURRY TO LOAD.

Three Gangs of Longshoremen Rush Flour Into Steamship Cambrian King. Half an hour after the arrival of the British steamship Cambrian King from San Francisco this morning, three gangs of longshoremen went to work loading her with a flour cargo at the Portland Flouring mills. She will be supplied with cargo all day tomorrow and by the latter part of next week, it is thought, will be ready to sail for Vladivostok. She will take out close to 60,000 barrels of flour.

The Cambrian King is in command of Captain Carter, who was at Portland about five years ago as an officer on a British sailing vessel. During the past year the steamer has been over a good portion of the orient and to a number of ports in Australia. She reached San Francisco about the middle of March.

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San Francisco about the middle of March. She was chartered to load flour at Portland for Manila. At the time she was engaged it was supposed that a number of other steamers would be chartered for the same business, but so far there has been none. Exporters do not believe that the Russian grain shipments made from either Portland or the sound to Vladivostok until much later in the season. This will be the first cargo sent from the Willamette river to that quarter of the globe since the Arabie was captured by the Russians and her cargo appropriated by them as contraband of war. Later they paid for it at the market value.

MAY LOAD ON SOUND.

French Ship Crillon Chartered Before Differential Was Absorbed. After she discharges her cargo of cement in the Greenwich dock, there is possibility that the French ship Crillon will be sent to Tacoma to load grain for the United Kingdom. Prior to her arrival, the vessel was chartered by Balfour, Guthrie & Co. to load grain at Portland with the option of Puget sound, for the outward trip. Since she had to come here with her cargo of cement it was generally taken for granted that the grain for the outward voyage would be secured locally.

It appears that the vessel was chartered before the O. R. & N. Co. agreed to absorb the freight differential in favor of the sound. Consequently if she loads at Portland the exporters will have to pay the difference between sending the cargo to Europe, whereas she is supplied with grain in the north a rate of only 28 3/4 will be charged. The matter is now under consideration with every likelihood, it is said, of the Crillon being sent to the sound to load.

MAY BE GENERAL NEUMAYER

Lookout at North Head Sights Three-Masted Bark. While the lookout at the North Head weather station was scanning the horizon this morning he sighted a three-masted loaded bark which is supposed to be the French bark General Neumayer, of the company Hamburg, with a cargo of cement. She is one of the vessels that has been out from her home port for more than a year. Last fall she had to put into Buenos Ayres for repairs. She was chartered by the Columbia for the Columbia river, and she has had ample time to arrive. The cargo is consigned to Meyer, Wilson & Co.

The British bark Procyon is also about due to arrive with a cargo of cement. She sailed for Portland on November 22. Shippers are inclined to believe, however, that she will not put in an appearance for a week or so.

STEAMER'S SHAFT BREAKS.

Dalles City Suffers Accident While Coming From The Dalles. While she was coming from the Dalles yesterday afternoon, the shaft of the steamer Dalles City of the Regulator fleet broke, but she succeeded in completing the passage without any assistance. She will be tied up at her dock until a new shaft can be made for her. The steamer is owned by the line was chartered to take her place and went out this morning. It will be about two weeks before the Dalles City will be in shape to resume her run. Of late she has had a streak of unusually bad luck. Not long ago she ran on the rocks and was sunk in the upper Columbia. Since having been raised she has not made more than two or three trips.

ALONG THE WATERFRONT.

The schooner Annie M. Campbell and the schooner Bowden have been for San Pedro, the former with 750,000 feet of lumber and the latter with \$60,000 feet. They will leave down as soon as tug-boats can be secured.

United States Inspectors Edwards and Fuller are inspecting the steamer Game Cuck today.

Tomorrow the work of loading the schooner Crescent with a lumber cargo for the orient will be started at Inman, Poulsen & Co.'s mill.

Major S. W. Rosier and Captain Werlich left for the Sound this morning to inspect lighthouse stations.

The steamer Argyle arrived this morning from San Francisco with a cargo of flour, part of which is being discharged at the gas dock.

The British steamship Vermont moved this morning to an anchorage below the bridges, where her cargo for Shanghai will be completed. The barkentine Koko He also moved to Montgomery dock No. 3 to finish her lumber cargo for the far east.

MARINE NOTES.

Astoria, March 24.—Arrived down during the night, steamer Despatch. Arrived down at 7:30 a. m., schooner William Bowden. Left up at 8 a. m., schooner W. J. Smith. Arrived at 10 a. m., a three-masted barkentine. Outside at 7 a. m., a four-masted schooner. Arrived at 11 a. m., French bark General Neumayer, from Hamburg. Sailed at 12 m., steamer Despatch, for San Francisco.

San Francisco, March 24.—Sailed yesterday, schooner Virginia, for Portland. Astoria, March 23.—Arrived at 8 and left up at 11 p. m., steamer Northland, from San Francisco.

St. Johns, March 22.—Passed at 7:50 a. m., British steamer Cambrian King. Astoria, March 24.—Condition of the bar at 8 a. m., moderate; wind east; weather cloudy.

MANY CANDIDATES IN LINN FILE PETITIONS

(Special Dispatch to The Journal.) Eugene, Or., March 24.—Many candidates for nomination to the different political offices in Lane county have filed their petitions during the past few days. James J. Winn, a farmer of the Livingston country, has filed his petition for the nomination as county clerk on the Republican ticket, in opposition to E. U. Lee, the present incumbent, who has also filed his petition. E. T. Fry has filed his petition for the Republican nomination as constable of the Eugene district and Reuben W. Smith wants to be justice of the peace of the Springfield district.

Eugene Barbers to Organize. (Special Dispatch to The Journal.) Eugene, Or., March 24.—The barbers of Eugene have taken preliminary steps toward forming an association for their mutual benefit. It is proposed to have a lance of shaves on holidays and to charge for shaving necks. Other matters will be considered at a meeting to be held next week and a permanent organization will be effected.

Torture by Savages. "Speaking of the torture to which some of the savage tribes in the Philippines subject their captives, reminds me of the intense suffering I endured for the same reason from the natives of the Philippines," says W. M. Sherman of Clatsop, Me. "Nothing helped me until I tried Electric Bitters, three bottles of which cured me. It restores the liver, cleanses the blood, restores the system and restores the appetite. Guaranteed by S. G. Skidmore & Co., druggists, Price 50c."

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PARTY TO SUIT MAY HAVE DEPOSITIONS TAKEN

Judge Frazer Rules So in Case of Katherina Martzloff, Who Is Ill.

Presiding Judge Arthur L. Frazer this morning announced that he and his associate judges were of the opinion that a party to a suit might have a deposition taken at his or her home after a proper showing had been made that the party was too ill to appear in court. Judge Frazer held that the deposition could be taken by a notary, although he said that a circuit judge might go to the bedchamber and hear the testimony.

"While this action might be taken by a judge," said he, "it would be setting a precedent that this court would not care to follow and which it might not be able to follow in every case in which the action of that sort might be requested. Therefore, we have concluded that the testimony should be heard before a notary."

This announcement was made as an answer to the statement made yesterday by Frank Schlegel, attorney for Katherina Martzloff, who is suing John W. Sweeney for \$10,000 damages. Mr. Sweeney operated a rock crusher west of the city last summer and much damage is said to have been caused by the Martzloff home by the blast. The plaintiff also declares that she was made seriously ill by the shocks of the blasting and Mr. Schlegel is of the opinion that she may not be able to appear in court. He thought that a judge might go to the woman's home to hear her testimony.

Joseph Simon, counsel for Mr. Sweeney, protested against the ruling of the court, saying that he understood that the law provided that in the case of illness witnesses could have their depositions taken, but that a party in the suit could not.

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