

KEELAHER ERRS REGARDING MALARKEY'S BILL

Out of Six Charges Made by Candidate, but One Has a Semblance of Truth, Asserts Joseph Cochrane.

Portland, Aug. 27.—To the Editor of The Journal.—Being a citizen of Portland, a taxpayer, and interested in its affairs, I am somewhat amazed at the incorrect statements made by Senator Keelaker. If he is the man he pretends to be, representing the interests of Portland citizens, he must be misquoted in the newspapers. Out of six charges made by him against the Malarkey bill, only one was found to be in any way truthful, after I had read what he said and then read the Malarkey bill. If I judge rightly, Mr. Keelaker is an advocate of a Municipal Public Utility Act, which would create a number of fat jobs. Regardless of this, I did not anticipate that our candidate for senator would pervert truth in such a brazen manner. Here are his six statements:

First—"Every one who has studied the Malarkey bill knows that every feature of the Wisconsin law, which regulates in the interest of the public has been eliminated."

Second—"There has been a ruling in the State Railway commission that no rate can be made for any particular locality, but the same rate must apply to all localities in the state alike. The same rates under this ruling would apply to villages, the same as to the city of Portland, which is absurd in the face of it."

Third—"The right of the public to investigate the books of the corporations also eliminated from the Malarkey bill."

Fourth—"Under the Malarkey bill, the city is not permitted to acquire a plant of any public utility."

Fifth—"Under the bill, the cost of all investigation, no matter if the company is a fault, is paid by the state, which is not right."

Sixth—"A provision in the Wisconsin law provides that all indeterminate franchises shall be revoked and the corporations owning them are given an opportunity to take out new franchises covering their holdings."

One Statement Correct. The only one statement out of this whole category, which even in a measure is correct, is with regard to the indeterminate franchise provided for in the Wisconsin law—a disputed question by the way. When the Wisconsin law went into effect in 1907, the indeterminate franchise was unknown. No company in the United States had one. Two years later, in 1909, the Wisconsin law was amended, so as to provide for the creation of the indeterminate franchise. Now, in Wisconsin, a company having a franchise can surrender the same, and secure an indeterminate franchise from the state commission. Exactly the reverse of what Mr. Keelaker states. It is true that this feature is not incorporated in the Oregon law, but every other feature is, which I have found by comparing the two laws.

Objection No. 2 is a marvelous piece of sophistry. It is true that the Oregon State Railway commission has ruled that railway rates should be uniform; that is, that there should be no discrimination in towns, villages and cities as far as rates are concerned. But that any commission should rule that the price of electricity in Burns, Oregon should be the same price as in Portland, is the height of folly. The cost of the investment will rule the rate question thoroughly, as Mr. Keelaker knows when he tells the truth.

Has Not Read the Bill. The third objection is the right of the public to investigate the books of a corporation, which he says is eliminated in the Malarkey bill. Section 36 of the Public Utility Act, known as the Malarkey bill, provides the following:

"The commission or commissioners, or any person or persons employed by the commission for that purpose, shall upon demand have the right to inspect the books, accounts, papers, records and memorandums of any public utility and to examine under oath any officer, agent, or employee of such public utility in relation to its business and affairs." Evidently Mr. Keelaker has not read the bill.

In the fourth objection, Mr. Keelaker says the city is not permitted to acquire a plant from any public utility. On the contrary, there is absolutely nothing in the act to prevent it. In fact, the commission is strictly prohibited from reviewing any municipal ordinance enacted by the initiative or which was referred to and approved by the people of said municipality.

The fifth objection is that the cost of all investigation is paid by the state. This is an error, for section 23 provides that the commission shall defray and establish reasonable fees. The fee to be paid at the time of the request.

Has All the Features. With regard to objection No. 1, in which Mr. Keelaker states: "Every one who has read the Malarkey bill knows that every feature of the Wisconsin law which regulated in the interest of the public has been eliminated." It may be that I cannot read, but I think I can, no bigger fabrication was ever propounded by a candidate for office and a general all-around factum of reform such as our Daniel Keelaker. The Malarkey bill contains all the features of the Wisconsin law.

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Presentation of Gilbert & Sullivan's Comic Operas in Portland Will Recall a Flood of Reminiscences



All star cast, which will appear at the Hellig theatre, commencing next week.

It will seem like old times around the Hellig theatre next week when the Gilbert & Sullivan Festival company will be engaged in presenting a series of timely and superior revivals of Gilbert and Sullivan's greatest comic operas—"The Mikado," "Patience," "Pinafore" and "The Pirates of Penzance," with DeWolf Hopper, Blanche Duffield, Eugene Cowles, George MacFarlane, Kate Condon, Arthur Aldridge, Viola Gillette, Arthur Cunningham, Alice Brady and

Louise Barthel, singing the principal roles. "Pinafore" was originally given at the opera comique in London May 25, 1878. It had been preceded by "The Sorcerer," the first opera on which Sir Arthur Sullivan and William S. Gilbert collaborated. It was not to be followed until several years later by another opera equally as popular—"The Mikado." Probably no operetta or play was ever written which has lured so many chil-

dren to the stage. At one time juvenile "Pinafore" companies were touring in every nook and corner of the United States. It was such a project, undertaken in Cincinnati, that started Miss Julia Marlowe on her triumphant stage career, her debut before the footlights being made as Sir Joseph Porter in the opera of "Pinafore." Mail orders are being received now for the four different operas to be presented.

lary bill not only has all the features, except one, of the Wisconsin bill, but has many more.

Section 3, of the act, provides for the commission to value the property of the public utilities, and section 10, requires a public hearing to give reason why the valuation was placed upon it; section 25 provides that rate schedules shall be filed; section 26 requires an inspection of books and papers; section 37, for the production of books and papers; section 41, three persons may complain and demand a hearing; section 51, gives the commission the power to fix rates and to define the service; section 53, provides all orders of the commission shall be prima facie lawful.

If the law provides the power, and orders that the commission shall fix the price, determine the service, and fix the physical valuation, you certainly have the three cardinal elements of a Public Utility act. In that respect the Malarkey bill seems to be favorable to the interests of the people.

JOSEPH COCHRANE.

HUSBAND, WOMAN DRIVES HIS AUTO STAGE

(Special to The Journal.)

Lakeview, Or., Aug. 27.—Lakeview claims the only woman auto stage driver in Oregon on a regular route. In the person of Mrs. Fred Meisner, who drives a car between Lakeview and New Pine Creek, 15 miles south of here, on the Oregon-California state line. Up to a few weeks ago the route was covered by Mr. Meisner, but he got into an accident, and is awaiting trial in the county jail.

The bread winner being taken from the home, Mrs. Meisner appeared at the wheel of her car the next day and announced that she was going to handle the run until her husband returned to duty. Though not weighing over 100 pounds, she takes her place day, sometimes making several round trips, asking nothing more of the public than an even break on the business of the territory.

Mrs. Meisner came from a family that is engaged in the auto business and early learned to drive. While she has not had much experience in making repairs, a little thing like changing a tire en route does not trouble her.

WHEELER STOCKMAN LOSES ONLY DAUGHTER

(Special to The Journal.)

Mitchell, Or., Aug. 28.—Alice K. Monroe, only daughter of Dan Monroe, pioneer stockman of this county, died suddenly Monday morning at Burnt Ranch of asthmatic cough. Though only 12 years of age she was one of the most promising scholars at the Mitchell school, last term having won many first prizes in various contests. Interment was today at East End cemetery.

STATE MUST HOLD WATER RIGHTS ON DESCHUTES, LEWIS

State Engineer Says Great Power and Irrigation Possibilities Should Be Developed for the People.

(Salem Bureau of The Journal.)

Salem, Or., Aug. 28.—"Just as we have come to see the need of city planning to promote the greatest good to the greatest number, so we must come to the idea of state planning, especially in water and road projects," said State Engineer John H. Lewis in speaking of the possibilities of irrigation, if the state should take up the work of assisting and directing in the development of the state's resources.

"The information now being collected by the state and the United States for a water power report on Deschutes river indicates clearly that certain portions of this stream should be absorbed entirely and another portion should be dried up during the winter by storage for summer power and irrigation use, while all regular power development should be confined to the lower canyon and a few upper tributaries, where the water can be used for irrigation after passing through the power wheels. Limited information has already disclosed an irrigation project of great magnitude heretofore undiscovered, because it is too large for private capital to handle. A number of power plants in the wrong location could defeat this large and relatively cheap project, and the construction of the railroad where now located south of Bend will greatly complicate matters, as for 20 miles it traverses the proposed reservoir site.

Big Plan Possible.

"A 60 foot dam constructed across Deschutes river, 15 miles south of Bend, will store the winter surplus and irrigate 350,000 acres of land instead of 100,000 acres, which is the limit of the regular flow without storage. With 1,000,000 acre feet of available water under control, it would not be sufficient to irrigate all the available land below. There are 50,000 acres in the Benham Falls aggregation, 100,000 acres on Agency Plains and 50,000 to 100,000 acres additional on the opposite side of Deschutes river, and north of Laidlaw, all of which can be irrigated at an approximate cost of \$30 per acre. This in addition to the 100,000 acres now being reclaimed by the state under the Carey act near Bend. Not one drop of available water should be sacrificed for power in this portion of the stream.

"However, incidental to the construction of these irrigation projects a large amount of summer power will be developed which can be put to use at small additional cost.

Great Power Possibilities.

"There is a fall of 1300 feet in Deschutes river between the storage dam at Benham Falls, and the lower diversion to Agency Plains. There are several abrupt falls in the stream in this distance, besides several diversion dams for irrigation, which will make possible the development at low cost of 200,000 to 400,000 horsepower during the irrigation season only. This power could be transmitted for pumping from the Columbia to adjoining arid lands in both Oregon and Washington, thus making this a 600,000 acre project. It could be transmitted to Oregon City, and exchanged for power now being developed from the regular flow of the Willamette river, thus releasing this water for irrigation in the upper Willamette valley. A small acre charge should be made by the state when issuing permits to appropriate these waters to cover cost of the exchange. By purchasing power for a few summer months, this Oregon City plant could increase many times its present output, for during the winter months much water is now wasted. This condition of summer shortage prevails at most of the constructed plants in the Willamette valley, where equalization of flow through storage is expensive. So there is a prospective market for a large amount of summer power developed incidental to reclamation without in any way competing with private capital.

Pleanty of Water in Winter.

"The natural drainage and return seepage between the storage reservoir and the Clina Falls diversion should

furnish considerable water during the winter months. This supplemented by Squaw creek can be conveyed through the Agency Plains irrigation canal to the junction of Willow creek with Deschutes river, where a vertical drop of about 1000 feet can be had. This should furnish considerable power during the winter months, which if used in conjunction with the summer power might make a perennial power of considerable value. It could be used by the different towns to be built as a result of the irrigation project.

"This comprehensive plan is made up of several district and inter-related projects which can only be carried out by a powerful organization. Each step, however, should be taken in logical order when the time is ripe, and the burden equitably apportioned among all benefited. It concerns not only state but also inter-state and national welfare. There are many similar projects in all parts of the state, which can eventually be worked out. By eliminating the idea of profit for promoting and constructing the project, the question of colonization should be a comparatively easy matter."

LINN COUNTY FAIR IN PROGRESS AT SCIO

(Special to The Journal.)

Albany, Or., Aug. 28.—Tomorrow will be Albany day at the Linn County fair at Scio this week, and according to the plans laid at Thursday's meeting of the Commercial club here, there will be a large number of Albany people in Scio that day. Arrangements are being made for excursion rates and perhaps a special train will be run from Albany. A great number will of course go from here by auto. The exhibits shown here in the Industrial school fair were taken to Scio yesterday and will constitute a part of the county fair at Scio.

AUTOMOBILE DRIVER RUNS DOWN BUGGY

(Special to The Journal.)

Hood River, Or., Aug. 28.—The children of J. J. Seaton, who were riding in a buggy Sunday near the Hood River bridge, had a narrow escape from being killed when the Cloud Cap Inn auto driven by Osmond Royal, of Portland, crashed into the buggy, breaking the wheels, injuring the team, and throwing the occupants to the ground. It is stated that the auto was going about 15 miles per hour when the accident occurred, and after striking the rig made no effort to assist the children.

WILSON AND MARSHALL CLUB BUSY AT ALBANY

Albany, Or., Aug. 28.—Prominent Democrats of Albany organized a Wilson and Marshall club last evening and elected the following officers: C. H. Stewart, president; M. V. Weatherford, vice president; B. M. Payne, secretary-treasurer, and an executive committee consisting of Frank Steinhilber, W. H.

Hornbrook, J. E. Weatherford, H. W. McMillen, F. P. Ketting and J. O. Lee.

A constitution and by-laws were adopted and steps were taken to get literature and buttons. Dr. Harry Lane of Portland is to be communicated with at once for the purpose of arranging for his appearance here in the near future. State Senator M. A. Miller of Lebanon was present and responded with a short talk on the prospects of the Democratic party. A membership committee is to be appointed and the active work of increasing the membership taken up immediately.

Journal Want Ads bring results.

BODY OF LATHAM WILL BE BURIED AT HAYRE

Paris, Aug. 23.—The body of Hubert Latham, the celebrated French aviator, now en route to France from equatorial Africa, will be interred at Hayre. Latham was killed June 18 while hunting big game. His father, formerly a resident of Hayre, is buried in that city, and his uncle, R. E. Latham, is a prominent merchant there. It was at first proposed to inter the body at Maffubols, near Chartres, where the aviator had been a municipal councillor and where his widowed mother now lives.



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