

DAIRY POSSIBILITIES OF OREGON DECLARED TO BE IN THE LEAD

No State in Union Possesses Greater Natural Advantages for Dairying.

EXPERT GIVES HIS VIEW

Elbridge A. Stuart, Head of the Carnation Milk Products, Who is Visitor Here, Reviews Conditions.

The biggest dairyman in the United States, in Portland Thursday, declared that Oregon and Washington are better adapted for dairying than any other states in the union.

He is Elbridge A. Stuart, head of the Carnation Milk Products company. He testified that the natural success of his company is due to the equable climate and fertile soil of the two Pacific northwest states.

Mr. Stuart called attention to what he insisted is the biggest opportunity for profits ever presented to the two states. The war in Europe, he explained, is declaiming the herds.

To Demand Best Breeds When the war is over the herds will have to be built up again and there will be great demand for superior breeds.

But, said Mr. Stuart, in order to put themselves into position to take advantage of the opportunity, Oregon and Washington livestock owners must adopt the highest standards. They must weed out unprofitable animals, and the cow testing associations are the best medium for this purpose.

Many Are Free Boarders "A large percentage of the dairy animals in Oregon and Washington are free boarders," continued Mr. Stuart.

Mr. Stuart said that the dairy cow should produce an average of 50 pounds of milk a day for 10 months of the year. The dairy cow ought to be allowed a rest of six weeks to two months before calving.

It costs less to raise a good cow in Oregon and Washington than anywhere else in the United States. The equable climate permits them to live largely out of doors, they don't have to be annoyed by flies, dust and heat in summer, and close, unventilated stables in the winter.

Must Meet Conditions "My expression, 'contented cows' has a meaning. The soil is fertile and will produce more feed than anywhere else in the country. The pasture is fine. What must be generally done is to mature hair way is to bring up the breed."

Mr. Stuart has one 1600 pound Holstein cow that at 4 years of age produced 246 pounds of milk and 1915 pounds of butter fat in 365 days. This cow produced 918 pounds of milk in seven days, or 132 pounds a day. He has 25 cows that give over 100 pounds of milk a day and one "string" of 50 that average 70 pounds a day each.

In connection with his campaign for improved breeding of livestock he is engaged now in a tour of Washington and Oregon fairs. Bine Ribbons Won At the southwest Washington fair in Chehalis a majority of his exhibits won blue ribbons.

At the southwest Washington fair in Chehalis a majority of his exhibits won blue ribbons. He exhibits in Spokane next week, in North Yakima the following week and at the State fair in Salem the first week in October, after which he will exhibit both at Payette and Skagit county fairs.

On October 3 and 4, in connection with John L. Smith of the Hazelwood farm at Spokane, he will exhibit 160 head of registered Holstein stock at his Carnation stock farm, Kent, Wash. He believes that the Holstein is the best fitted Northwest dairy animal.

He has two Oregon and one in Forest Grove, nine in Washington, six in Wisconsin, one in Illinois and two in Canada. He has been building condensaries at the rate of one a year and intimated yesterday that he has plans for building additional plants in Oregon.

SHUT FIRE STATIONS IS PLAN TO ENABLE MEN TO GET LEAVE

Special Squad Would Operate From Business District if Scheme Is Acted On.

CHIEFS DISCUSS THE PLAN

Firemen Demand One Day Off in Three and More Pay—Proposal Would Give Men One Day in Four

Some of Portland's fire stations may be temporarily abandoned and a special squad of firemen operate from the business district to fight fires in the suburbs in order to give the firemen more time off duty.

The plan has been discussed by A. Bigelow, commissioner of public affairs and head of the fire bureau, with the chiefs of the bureau and they are now working on the details. No information is yet forthcoming as to the number or the location of the stations which may be closed, however.

Day Off in Three Demanded The firemen are demanding one day off in three and 25 per cent increase in salary. They are now getting one day off in six.

Commissioner Bigelow declared this morning that he favored giving the men one day off in four, but could not see how the city could grant one day off in three and the increase sought by the firemen.

"Without eliminating some of the fire stations," he said, "it would be impossible to give the men more time off because of lack of funds. By closing the stations and using a special squad to fight fires in districts where the stations are undermanned, one day off in four might be granted."

Budget Fixes Salaries "The question of salary increases will have to be settled by the council. The appropriation for salaries is already fixed and is insufficient to grant increases. How the city is going to make a further appropriation with the present shortage of funds is another problem."

Details of the abandonment of fire stations is being worked out by the chiefs and until they make some recommendations, I am not in a position to say definitely what is to be done.

Auto Turns Turtle; Three Persons Hurt

Menlo, Park, Cal., Aug. 31.—(U. P.)—Camp Fremont's medical corps hastily unpacked its instruments and medicines early today to give treatment to three persons, one of whom was probably fatally injured in an automobile crash near the camp.

The man whose identity is not known, lies seriously injured in a hastily improvised hospital tent. Mrs. Salinas Race, 25, was seriously injured and Mrs. Martha Snell was slightly hurt.

Near Camp Fremont the automobile hit a rock in the road, dashing into a tree and turning turtle.

Lyric Theatre Opens Sunday Sept. 2, in the big musical comedy, "Money to Burn"

25 people in the cast, featuring Ben Dillon and Al Franks. Doors open at 4 p. m. (Adv.)

Lady Cavendish Becomes Engaged

Toronto, Ont., Aug. 31.—(U. P.)—Lady Maude Cavendish, eldest daughter of the Duke of Devonshire, governor general of Canada, will be married to Captain Angus MacKintosh, A. D. C. Royal Horse Guards, according to an announcement made today.

Films Taken for Movies Confiscated

San Pedro, Cal., Aug. 31.—(U. P.)—Pursuing a northbound steamer in a fast government craft, federal agents early today halted the vessel and arrested R. A. Walsh, William Fox, motion picture director and his entire company. Films taken of the harbor and fortifications were confiscated.

Falls From Car W. Woodward, a railroad employee, was taken to St. Vincent's hospital Thursday with a deep scalp wound. Woodward fell from a car, inflicting minor wounds on his head. His condition is not considered serious. He resides at 1463 Vancouver avenue.

Three Towns Are Dark John Day, Or., Aug. 31.—John Day, Frairie and Canyon City are without lights or power because of a breakdown in the power plant at Frairie City. The big dredge on Canyon creek, which has been running night and day with three crews of men, is shut down until repairs are made in the power plant, which will be perhaps 10 days.

Collection of Gems Placed on Market New York, Aug. 31.—(U. P.)—Thirty complete sets of jewelry, the entire collection of the late "Diamond Jim" Brady, aside from those bequeathed in his will, are on the market today.

Swedish Torpedo Cruiser Wrecked Stockholm, Aug. 31.—(I. N. S.)—The Swedish torpedo cruiser "Clas Uggla," which recently went aground in the Gulf of Bothnia, was caught by a heavy gale today and completely wrecked. The ship is a total loss.

Coal Administrator Assumes His Duties Washington, Aug. 31.—(I. N. S.)—Er. A. Garfield assumed his duties as coal administrator today. His first act was to assent to a request for a conference from a number of coal operators. It will be well into September before the coal administration takes any definite action.

City Anxious to Get Hosemen, Truckmen and Drivers. To get all applicants possible for the examination for hosemen, truckmen and drivers in the fire bureau.

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Greece Will Have Army Ready Soon

An Atlantic Port, Aug. 31.—(U. P.)—Greece will have its full military strength in the field with the allies within three months, George Roussos, Greek minister to the United States, declared today upon arriving here.

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Mark Twain described the army mule as without pride of ancestry or hope of posterity—some clothing stores are selling suits of that kind—without pride of present or thought of future value to the purchaser.

Kirchbaum Clothes are all wool and guaranteed to give the wearer satisfactory service.

We are now showing the new Fall models, \$15, \$20, \$25 and up.

PHEGLEY & CAVENDER Corner 4th and Alder Streets

Operating revenues \$3,206,033 Operating expenses, taxes, bridge tolls and depreciation 2,793,240

Net operating income \$ 412,793 Fixed charges and interest on street improvement bonds 717,162

Deficit \$ 304,369

THERE WOULD BE NO RETURN WHATSOEVER ON THE STOCKHOLDERS' INVESTMENT AND A FURTHER LOSS OF \$304,369—TO ABSORB.

Now consider that, because of increased cost of living, we are faced with requests for increases of wages for our street railway employees aggregating more than \$600,000 annually, that materials and supplies required in operation and maintenance are still rising in cost, and ask yourselves if we are correct in saying—

THE NICKEL CAN NO LONGER CARRY THE LOAD

The net return for the street railway for the year ended June 30, 1917, on its value as determined by the Public Service Commission, was 2.77 per cent.

On basis of present costs and earnings the net return on the same valuation for the present fiscal year would be 1.35 per cent.

IF RECOGNITION SHOULD BE GIVEN THE NEEDS OF OUR STREET RAILWAY EMPLOYEES AND THE FARE BE NOT INCREASED, THE OPERATING EXPENSES WOULD EXCEED THE GROSS EARNINGS AND THE DEFICIT FOR THE CURRENT FISCAL YEAR WOULD BE MORE THAN \$900,000.

Bear in mind the value determined by the Commission is most conservative. If there ever was any water in our values, the Commission certainly squeezed it out, and, without in anywise reflecting upon the sincerity and competency of the Commission, we believe that with the water, if any, it squeezed a liberal amount of blood.

Operating expenses, taxes and interest on borrowed money must be paid. Failure to do so means bankruptcy and the confiscation of the investment of 7000 bondholders and stockholders.

STOCKHOLDERS HAVE RECEIVED NO RETURNS ON THEIR INVESTMENT FOR MORE THAN THREE YEARS, BUT, ON THE CONTRARY, HAVE PAID INTO THE TREASURY IN THAT TIME \$2,500,000 OF ADDITIONAL CAPITAL TO PRESERVE THE COMPANY.

The are entitled to consideration. Permit us modestly to assert that the present unhappy situation is not due to extravagance or incompetency in either financing or managing. It is caused entirely by the fact that the ingenuity of man is no longer able to cope with the increased cost of furnishing you the service for the same compensation you paid us when the cost of furnishing transportation was one half what it is today.

(Number 6 will appear Saturday)

Portland Railway, Light & Power Company By FRANKLIN T. GRIFFITH, President.

I HAVE NO USE FOR A BUSINESS SLACKER

On the prosperity of this country depends the outcome of the war. The man who is hedging in his business these days is not loyal to Uncle Sam. He is weakening the sinews of the one nation on whom the allies lean to win the big conflict.

It must be of interest, then, to the public to learn that the Painless Parker organization, instead of standing still, marking time feebly, and timidly waiting to see how the cat jumps, is actually going ahead faster than ever. New offices are springing up all over the Coast, and more are being projected. An organization of 16 separate offices, it will be twice that size in another twelve-month.

Through every form of legitimate advertising, the existing offices are getting their business stimulated, and up and down the Pacific Coast the volume of business done by the Painless Parker organization is greater than ever—so much so that it has been rendered imperative that the floor space and assistance in a number of the offices have had to be increased.

Our demonstration cars, carrying the miniature dental office on wheels, are going through the country demonstrating painless dentistry to the populace and educating the public on the care, preservation and improvement of teeth. Incidentally, many a bad tooth which the owner has nursed in dread of the dental chair has been pulled free of charge.

As evidence of our sincerity in branching out over the entire West, the many skilled dentists in the organization are taking examinations in states where they have hitherto refrained from seeking licenses.

This doesn't look much like business slackers. Neither does it look much as if the people, in the midst of a big war, were losing their nerve, and also their common sense. War or no war, people will keep on growing teeth, and if they don't pay any attention to them, they'll become bad teeth. Bad teeth upset one's entire physical system. Therefore it is a genuine patriotic duty to do our part in educating the public to the necessity of good teeth and in furnishing the sort of dentistry that is high in standard and, at the same time, reasonable in price.

PAINLESS PARKER DENTIST 326 1/2 Washington St., Corner Sixth, Portland, Or.

Eugene and Salem, Or.; Tacoma, Wash.; San Francisco, Oakland, Los Angeles, Sacramento, San Diego, Stockton, Fresno, Berkeley, San Jose, Santa Cruz, Calif.; Brooklyn, N. Y.

Advertisement for Painless Parker Dentist, featuring a portrait of the dentist and text describing his services and office locations.

"We Are Partners"

(Number 5) THE VALUE OF THE PROPERTY OF THIS COMPANY DEVOTED EXCLUSIVELY TO THE STREET RAILWAY AS DETERMINED BY THE PUBLIC SERVICE COMMISSION, AS OF DECEMBER 31, 1916, WAS \$18,233,371. The same items as valued by the Commission were appraised by engineers in the employ of the company at more than \$23,000,000. The figures given, in both cases, include the proportion of the company's investment in electric generating plants required to furnish electric energy to operate the street railways. The actual results of operation of the street railway for the fiscal year ended June 30, 1917, were as follows: Operating revenues \$2,787,855 Operating expenses, taxes, bridge tolls and depreciation (at rate determined by Public Service Commission) 2,282,581 Net operating income \$ 505,274 Deductions— Street railway proportion of interest and discount on funded debt \$668,176 Interest on street improvements, assessments still unpaid 48,986 717,162 Deficit \$ 212,088

Approximately 70 per cent of the total value of the street railway is represented by funded debt. The remaining 30 per cent represents the investment of the stockholders. THE STREET RAILWAY FOR THE FISCAL YEAR SHOWN FAILED TO EARN INTEREST ON 70 PER CENT OF ITS VALUE AND THE STOCKHOLDERS NOT ONLY FAILED TO RECEIVE ANY RETURN UPON THEIR INVESTMENT BUT SUSTAINED THE ADDITIONAL LOSS OF \$212,088. The operating costs for the last fiscal year may not be relied upon in forecasting the future. During the course of the year costs of labor and materials have steadily increased and we are able to estimate within a very small margin the cost of operation for the year ending June 30, 1918, based upon present prices for materials and labor costs. We hope and believe the traffic of our street railway for the present fiscal year will be 15 per cent greater than during the last fiscal year. We are now operating 13.4 per cent more streetcar service than at this time last year. If compelled to operate on present fare basis and assuming cost of operation on present basis, without any allowance for the increases now requested by our street railway employees, the current fiscal year would result substantially as follows: (Number 6 will appear Saturday)

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