

SIX CENT CASE IS NOW UP TO THE P. S. COMMISSION

City Commissioner Kellahe Says P. R., L. & P. Co. Investors Not Entitled to Sympathy.

FILES A WRITTEN PROTEST

Officials Plead That Patrons Would Rather Pay More in Order to Get Better Service.

City Commissioner Dan Kellahe drove his "armored tanks" through public utility barbed wire entanglements and smashed his way up to the trenches of the traction company Thursday, while enemy sharpshooters trained their guns on the opponent of the six cent fare.

The return fire of verbal shrapnel rattled off the steel dome of Kellahe's "fighting dromedary" like mustard seed in a battle. The commissioner, after leading the attack single-handed and far in advance of his staff, City Attorney W. P. Lohrke, and his fellow commander, Commissioner John M. Mann, remained in the open field, leaning on the arm of a chair, while the snipers continued to make him the popular target for their guns.

Holds Contract Sacred "A contract is sacred to both sides," said Mr. Kellahe, addressing the public service commission in his capacity as City Attorney W. P. Lohrke, and his fellow commander, Commissioner John M. Mann, remained in the open field, leaning on the arm of a chair, while the snipers continued to make him the popular target for their guns.

Following the testimony of President Franklin T. Griffith of the P. R., L. & P. company, Engineer Moreland, Vice President Fuller, President R. Walker of the streetcar men's union, and others, the hearing was formally closed. Decision by the public service commission is expected soon.

Following is Commissioner Kellahe's written protest, which was filed with the commission:

Written Protest Filed "As one of the commissioners of the city of Portland, I deem it my duty to protest before your honorable body against the increase of rates charged for passengers petitioned for by the Portland Railway, Light & Power company, operating in the city of Portland.

It will be remembered by all that at the time the petitioners procured from the city the 25 year franchise under which it is still operating, it was believed by all that a valuable right had been given that company.

There was exultation on the part of the petitioner at its success in securing such a favorable grant from the city and for a long time it prospered thereunder.

The Portland Railway, Light & Power company is what is styled a quasi-public corporation; that is a corporation engaged in serving the public and subject to certain regulations by the municipal government. It is not a franchise to it. However, insofar as its practical operation is concerned, its revenues are collected for the benefit of individual stock or bond holders of the company.

It never was the intention of the people of the city of Portland to guarantee either the stock or bond holders investment in the Portland Railway, Light & Power company, but the investors therein became interested for the purpose of making a profit to themselves in the same manner as they would have made any other investment. Such investors are not entitled to our sympathy or to our charity any more than one who has invested in real estate in any city, and on account of general conditions, his holdings have been greatly depreciated. If the people of the city are to guarantee a reasonable income from the properties of the Portland Railway, Light & Power company, then the same people should have the same special interest thereon as is now held by the stockholders of the company.

There is a general depression in the value of properties and the persons suffering thereby are not reimbursed by the city, nor is income guaranteed to them by the people or otherwise, from their properties. Then why should the properties of the Portland Railway, Light & Power company be an exception to the rule? On account of the troublesome times, it seems to me that a hysteria has started to form the habit of increasing the cost of the services rendered by public utilities. Clubs, associations and organizations, for some reason, are taking a particular interest and seem so very solicitous about the welfare of the Portland Railway, Light & Power company. Most of the activity which is exhibited by the "active minority" springs from a source which might be classified with the Portland Railway, Light & Power company.

One of the most conspicuous propagandists is S. C. Bratton, an employee of the Gas company, which company through its various subsidiaries, is now asking for an increase in the price of gas furnished patrons.

To insure the company a return of 6 per cent on its investment, after meeting all expenses, it would be necessary to charge 6.73 cents a cubic foot, according to Engineer Moreland. Figured without the 6 per cent return and the interest charges, the cost for each passenger would be 4 1/2 cents, which would mean "confiscation," said the witness.

Vice President Fuller told how the company had attempted to reduce the expenses of the business in conformity with the suggestions made by the public service commission at the time the ruling denying the fare increase was made in October. He said that "the cost of running the Kings Heights and Mt. Cathlamet lines had been cut two thirds and that a cut amounting to 30 per cent had been made on the Westover Terrace section. Reductions had been made by the one-man-to-a-car plan and other means, he said.

Mr. La Roche, on cross examination, developed the fact that the company was losing money on the St. Johns line and that the good paying lines were the Twenty-third street, Sunnyside and North and South Portland.

The testimony turned to the banner year of 1912, when the company's earnings gave the investors a return of 6 per cent. Mr. Fuller was asked by Mr. La Roche to explain "why it is that in 1912, when the fare was longer than they were last year, the company carried 800,000 more passengers than in 1917."

"Why cannot the company return to the same conditions that were observed in 1912," asked Mr. La Roche.

Mr. Fuller explained that there were many complaints at the nature of the service in 1912, that the cars were overcrowded and that the strap-hangers were numerous. He said that in that banner year travel was heavy, business was good and conventions brought an extra number of people to the city. In recent years the competition from automobiles and later the fitneys, coupled with a falling off in business generally, had caused a slump in the passenger end of the business, he said.

Inability of the company to make needed repairs and improvements was emphasized by Mr. Fuller, who said in the last three years car equipment had become run down and painting of cars had been delayed.

He said cars could not be operated in safety by one man and that the loss

EXHAUSTIVE INQUIRY FOLLOWS WRECK OF ALASKA STEAMSHIPS

Ugly Rumors Say Act of Enemies; Federal Agents Investigate; Captains Not Involved.

Seattle, Dec. 21.—(L. N. S.)—The most rigid investigation ever undertaken by the United States marine inspection board of this district is being conducted in an effort to determine whether the Alaska steamships Spokane and Mariposa were wrecked through acts and agencies of Germans in ruthless loyalty to the Kaiser.

Very ugly rumors have been current ever since the two vessels piled up on the rocks in northern waters, where one of them, the Mariposa, is still hanging across Strait Island reef, with her back broken and with little or no chance of ever saving either vessel or cargo.

Numerous federal agents have been working almost incessantly on the Mariposa and Spokane cases for several weeks.

With what success their efforts have been crowned is known only to their superiors and representatives of the marine underwriters holding Spokane and Mariposa risks. The underwriters, whose experts have not been idle, while making no charges, are insisting on a thorough federal authorities' probe of both wrecks.

Officials, owners and underwriters say not the slightest suspicion is attached to either Captain C. J. O'Brien or Captain Archie McKay, masters of the Mariposa and Spokane.

Neither Captain McKay or O'Brien were on the bridge at the time of the mishap, both vessels being in charge of pilots.

Portland Trains Arrive at S. F.

San Francisco, Dec. 21.—(L. N. S.)—Four northern express trains including the Shasta Limited, due yesterday, but delayed by a washout near Salem, Or., arrived today within a few minutes of each other. The greatest delay was experienced by the Oregonian, which reached here at 8:50 a. m., 22 hours late.

of time under that system made it impossible to get the necessary speed.

President Griffith told of a "courteous note" he received from the city council saying "the council had no control over bridge rentals amounting to \$66,000 a year and paying costs amounting to \$22,000 a year; that to give the company relief by removing these burdens would make necessary an amendment to the city charter.

He said the service of the company is now 10 per cent better than it was in 1912. He said: "To reduce the present standard of service would mean to meet the disapproval of the public who would rather pay increased fares than suffer inconveniences."

President R. Walker of the Street Car men's union said: "The union employees are satisfied with present wages and hours and there is no talk of a strike and there will be no complaints from the men so long as the present standards are maintained."

Santiseptic Boon to Mothers. Soothers and relievers chafed, irritated skins of infants. Keeps skin fresh and sweet. Fine for baby's tender skin. 50c. All druggists. Ad.

Body of Dead Man Refused to Stay Dead And Now Undertaker Is Out a Funeral

Hope of Rescue of Miners Is Given Up

Three Suspected of Part in Bank Theft

Coroner Objects to U. of O. Pathologist

Portland Trains Arrive at S. F.

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Give Health-Give Long Life!

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son and a daughter. Funeral services will be held at the Cathedral at Davis and Fifteenth streets Saturday morning at 9 o'clock, and burial will be in Mount Calvary cemetery. J. P. Finley & Son have charge of the funeral.

Today the "body" is locked up in jail and the undertaker is out a funeral. Brotsky was a patient in the insane ward of the local jail and was found "dead" by Jailer Tom Platt. He was put in an undertaker's basket and taken to the morgue.

Chicago Police Hold Alleged Notorious Ex-Convicts; Bankers Are Aroused and Will Aid Chief of Police.

Chicago, Dec. 21.—(L. N. S.)—Three men, said to be notorious ex-convicts, were arrested here early today and although police maintain great secrecy, they are said to be held in connection with the robbery of the Summit, Ill., state bank, when close to \$41,000 was stolen.

Came Here 37 Years Ago Peter Lusch died at his home, 517 East Thirty-fourth street, Wednesday at the age of 85. He had resided in Portland for 37 years, coming here from Austria. He is survived by a widow, a

Dr. Smith denies the assertion of the petition that complaints have come from the district attorney's and sheriff's offices of incomplete and faulty reports of autopsies and informs the county commissioners and Medical society that he will be glad to cooperate with all in conducting the coroner's office, reserving the right to use his own judgment irrespective of criticism, in the performance of duties demanded by the office.

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DEVELIN & MILLER Present "Just One Little Girl"

GAIL KANE IN "A Game of Wits"

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hat, black overcoat and blue sweater coat with red border. He was about 50 years old and has the appearance of being a laborer.

An association of Swiss scientists has petitioned the government to officially adopt 24 hour time.

"Just in the Nick of Time, Joe. I Was Plumb Broke." Texas and sickness have just about laid out my pocketbook silly. No money for Christmas presents or even decent clothes. Then I read Cherry's ad—it sounded too good to be true. I hotfooted it there and found that reliable fellows with good references could select anything in stock without paying a cent down. You don't have to make your first payment until after Christmas. Believe me, I outfitted myself in a hurry. Go up there and look around for yourself. Open Saturday evenings until 8 o'clock.— (Adv.)

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