POLITICAL ADVERTISING. POLITICAL ADVERTISING.

Trained in Commission Work

Robert G. Dieck

For Commissioner

NUMBER 84 ON BALLOT

His Record and Qualifications

Born in Philadelphia, Pa., December 24, 1875.

Educated in Philadelphia public schools.

Graduated, 1896, from University of Pennsylvania, Department of Civil Engineering.

1897-1900

Employed with Board of Highway Supervisions, Philadelphia, Pa., upon highway and underground improvements.

1900-1901

With Bureau of Filtration, Philadelphia, Pa., upon improvement of the water supply. Assisted in designs for filter plants, reservoirs, pipe lines, distribution system for filtered water, etc.

1901-1902

Selected by Bureau of Insular Affairs, War Department, as one of twenty civil engineers from the United States to assume office as Provisional Supervisors, under the Philippine Provincial Act. Commissioned as Provincial Supervisor, Province of Rizal, P. I., to take charge of all technical work for the Province. Member of the Provincial Board (three members) in control of all internal affairs of the Province. Member of the Provincial Board of Health (five members), in charge of all sanitary matters in twenty municipalities. Served during entire period of the great cholera outbreak of 1902.

1902-1905

Superintendent of Water Supply and Sewers, Manila, P. I. (pop. 235,000), in charge of all activities, including design, construction and operation of both systems. Designed and constructed a storm-water drainage system; improved distribution system for water; drew new water ordinance, etc. In emergencies assumed charge of city surveys, building and plumbing inspection, and City Engineer's office. Permanent technical examiner of the Civil Service Board and permanent member of Board of Survey for the condemnation of public civil property.

1905-1907

City Engineer of Manila, P. I., in full charge of all municipal improvements, Department of Engineering and Public Works, with direction at all times of from 1000 - 1500 employes of all grades from technical assistants to laborers. Under the Department fell the following: water supply, sewerage, garbage collection and incineration, street cleaning, parks, bridges, roads, streets, building and plumbing inspection, surveys, city repair shops and storehouses, etc. In charge of development of the **Burnham Plan** for the City of Manila, of much the same character as the **Bennett Plan** for Portland. Directed the moat filling and river improvements in connection with this plan. Drew the new building and sanitary codes for the city in conjunction with the Director of Health for the Philippine Islands, Dr. Victor G. Heiser. In charge of their enforcement. During this time designed and constructed streets, bridges, sewers, pipe lines, markets, public buildings, etc., and completed the city plan.

One of the five members of the Municipal Board of Manila, P. I. In full charge of all municipal affairs under the charter. This board consisted of a Mayor and four members, with about the same powers as will be allowed under the new Portland Commission Charter.

Member of the Board of Tax Appeals for the city...Member of numerous committees and boards to report upon proposals for municipal improvement.

During nearly six years of service in the Philippines, was accountable at all times for a great volume of public civil property and of public funds. Final clearance certificates from U. S. Auditor are in my possession. At all times under surety bond of from $3000 to $10,000.

Service commenced with the beginning of term of Mr. W. H. Taft and through those of Gen. Luke E. Wright, Judge Henry C. Idle and Gen. James Smith.

Resigned March 1, 1907, to return to the United States.

HAVE I THE TRAINING?

1907 TO DATE

In private practice as Consulting Civil Engineer at Portland, Oregon, with specialty of municipal improvements, particularly water supply and sewerage. Upon invitation of the Committee on Health and Police of the City Council, in 1910-1911, served as Chairman of a committee of three to draft a new plumbing code for the city.

Member of the American Society of Civil Engineers.
Member of the Oregon Society of Engineers.
Member of the Multnomah A. A. Club.

HEADQUARTERS: 606 OREGONIAN BUILDING
PHONES: MAIN 839, A 1859

COPY OF TELEGRAM FROM LUKE E. WRIGHT, EX-SECRETARY OF WAR

Memphis, Tenn., May 20, 1913.

Robert G. Dieck,
391 Main Street, Portland, Or.

Wish you success in your campaign. I can bear cheerful testimony to your ability as engineer and as a member of the Manila city council. You are at liberty to refer any inquiries as to your personal character and ability while in the Philippine service to me.

LUKE E. WRIGHT,
Ex-Secretary of War.

(Paid adv.)

McKenna for Mayor

Ballot Number 15

Twenty years in Portland with a clean record. Look it up.

Will give a clean and economical administration of affairs in all the departments.

Equal rights to all, rich or poor, male or female.

Municipal paving plant, which will give better pavement for less money. The paving trusts are making more than a million dollars a year out of you.

Public market to reduce the high cost of living. This will be equal to a 20 per cent raise in your wages.

I have been voting for equal suffrage for more than 20 years.

Ballot Number 15

Civil service to be maintained, where a faithful employee shall have no fear of losing his job.

Not one dollar to leave the city treasury unless 100 cents' worth of value is received for it. This should lessen your taxes.

Boys, I will appreciate it if you can give me your first choice vote for Mayor, but if you have it promised to some one else, then I will be pleased to have your second choice, or even a third choice, if you can do no better for me.

Paid Advertisement

Parker Accepted Nomination.

In the issue of the Evening Telegram of May 22 appeared an item stating that more than half of the candidates have not filed their acceptance. Among the list it states that Fred L. Olson, candidate for Municipal Judge on the Republican ticket, Roscoe P. Hurst, candidate for Municipal Judge on the Democratic ticket and Lon L. Parker, nominated for Municipal Judge on the Progressive ticket, had not filed their acceptances. The records of the auditor's office show that May 13, 1913, Lon L. Parker filed his acceptance, also that Roscoe P. Hurst and Fred Olson did not file their acceptances.

CITIZENS BANK

4% Interest on Savings

Capital, $100,000
Surplus, $12,000

120 Grand Ave.
Corner Alder Street

22 Years in East Portland. The East Portland bank for East Portland people

No man can be perfectly happy without a certain amount of self-conceit.

RED FRONT

Clothier, Hatter, Gents' Furnisher
Union-Made Goods a Specialty
We Sell All Brands of Tobacco at Cost

Main 9094 193-195 First Street

Man wants little here below, but he generally gets what he deserves.

SANDVALL ENGRAVING COMPANY
QUALITY & SERVICE
133½ FIRST STREET PORTLAND OREGON

Phone, Marshall 1544

H. J. PARKISON

Attorney and Counselor at Law

409 Oregonian Building Portland, Oregon

POLITICAL ADVERTISING. POLITICAL ADVERTISING.

POLITICAL ADVERTISING. POLITICAL ADVERTISING.

He HAS Made Good

RALPH C. CLYDE, as Councilman, reduced the minimum charge on Gas and Electricity from $1 to 50 cents per month, and did many other things to benefit the people.

Vote X RALPH C. CLYDE

for COMMISSIONER

First Name printed on the Ballot for Commissioner

In the May Primaries he was nominated by all three parties—Republican, Democratic and Progressive—to succeed himself. This shows how he stands with the workers.

PAID ADVERTISEMENT

The Taxpayers' League on City Measures, to be Voted Upon June 2, 1913

RECOMMENDATION TO VOTERS.

To Voters:

In accordance with its custom for many years, the Taxpayers' League submits herewith explanations of measures to be submitted to voters at the city, election to be held June 2, 1913, and its recommendations thereon.

We advise voters to consider carefully the necessity for any increase in taxation or bonded indebtedness before voting thereon. This is particularly necessary under the new charter, where both the levying of taxes and expending of the money will be in one body.

The existing bonded indebtedness including improvement bonds less sinking funds is $28,859,325. The bonded indebtedness proposed under the measures to be submitted amounts to $3,390,000. We suggest that proposed ordinances be read carefully by all voters.

R. L. GLISAN, President,
612 Spalding Bldg., Portland.

L. J. GOLDSMITH, Secretary,
321 Corbett Bldg., Portland.

CREATING A FIRE DEPARTMENT RELIEF AND PENSION FUND.

100—YES.
101—NO.

Explanation.

The purpose of this ordinance is to create and maintain a permanent relief and pension fund of not less than $300,000.00 by a levy of one-tenth of a mill tax and the retention of one per cent of the pay of the members of the Fire Department.

Pensions and relief are payable as follows:

Half pay of rank held for year prior to retirement.

1. After 25 years' service irrespective of age.
2. After 20 years' continuous active service if age of 50 years is attained.
3. In case of permanent disability by reason of service in department.
4. To widow, child, or children, or dependent parent of member dying from any cause.

Full pay for not to exceed one year in case of temporary disability by reason of service.

Funeral expenses of active or retired member dying from any cause, $100.00.

Provision is also made for compulsory retirement on half-pay of infirm members after 20 years' continuous service, and the attaining of the age of 55 years. It is probable that some levy will have to be made each year to maintain the fund.

Recommendation.

Voters are advised to vote YES—100.

BROADWAY STREET FRANCHISE.

102—YES.
103—NO.

Explanation.

This is an ordinance granting a franchise for a standard-gauge railway either single or double track, to George F. Heusner, covering a number of streets on the east side of the river, on the west side along Seventh street, now Broadway, to Grant street, and from Broadway, on Flanders street, to Tenth street, thence along Tenth street to Salmon street, thence along Salmon street to Fourth street, thence along Fourth street to Flanders street, thence along Flanders street to Broadway. The franchise also covers Broadway Bridge. Right to transport passengers, baggage and express is granted. Between Flanders and Grant street on Broadway business is limited to street railway traffic, but no limit on length of trains or character of cars is provided.

A fare of 5 cents within the city limits and a charge not exceeding 50 cents in observation cars is provided. No interchange of tickets or transfers is provided. Other safeguards customary in franchises are lacking. We are advised the Council offered to grant a franchise to the same party covering Seventh to Flanders street, thence to Tenth street, thence from Tenth to Salmon street, thence to Fourth street to Flanders street, thence to Broadway, over which streets standard tracks are now laid with common-user rights, but this franchise was refused.

Recommendation.

The league is of the opinion this franchise should not be granted. There are enough tracks with common user rights now existing over streets covering substantially the same territory. It is against public policy and the interest of the city to have heavy cars and long passenger trains operate through the heart of the city and over the principal streets. With a proper system of transfers it would seem the franchise offered by the Council should have served all purposes. No satisfactory reasons are submitted justifying the sacrificing of public and private interests by the parties desiring the franchise. The submission of franchises by interested parties prepared by themselves on terms and at compensaion named by themselves should not be encouraged. This is particularly true under existing conditions as application can be made to new Council.

Voters are advised to vote NO—103.

REPEALING SOUTHERN PACIFIC COMPANY'S FRANCHISE ON EAST FIRST STREET.

104—YES.
105—NO.

Explanation.

This ordinance provides for the repeal of a franchise granted the Oregon & California Railroad Company in 1876, granting that company a franchise on East First street. There is no common user clause in the franchise, nor any limitation on the length of time it is to run.

Recommendation.

The language of this proposed ordinance is intemperate and undignified, but it aims to cure a real evil. No perpetual franchise should be allowed to exist in the city, and all tracks in the city should have the right of common user. Commercial necessities require fullest use of streets and the monopolizing of streets by one corporation should be prevented.

Voters are advised to vote YES—104.

REPEALING O. R. & N. COMPANY'S FRANCHISE ON EAST SECOND AND OTHER STREETS IN THE CITY OF PORTLAND.

106—YES.
107—NO.

Explanation.

This is an ordinance to repeal a franchise granted the O. R. & N. September 13, 1881, and confirming the same by ordinance, as to rights on East Second street, granted January 12, 1899. This ordinance gives the O. R. & N. Co. and its successors a franchise over certain streets and particularly East Second street. There is no common user clause or time limit in the ordinance.

Recommendation.

The comments on the preceding ordinance apply to this ordinance.

Voters are advised to vote YES—106.

SOUTH PORTLAND BRIDGE.

108—YES.
109—NO.

Explanation.

This ordinance provides for a bond issue of $850,000 to construct a high bridge with a moveable span at some place south of Hawthorne-Avenue Bridge—the exact location to be fixed by the Council.

Recommendation.

The bridge is not a public necessity and its building may well be postponed. In the opinion of the league, no bridge should be built south of Hawthorne avenue unless in connection with and in contemplation of the use of Ross Island.

Voters are advised to vote NO—109.

INCINERATOR PLANT.

110—YES.
111—NO.

Explanation.

This ordinance provides for a bond issue of $200,000 to provide for the purchase of lands and to build an incinerator plant, and granting the Council power to provide a rate to be charged for the collection and removal of garbage.

Recommendation.

An additional incinerator is a necessity.

Voters are advised to vote YES—110.

PROVIDING FOR PAYMENT BY GENERAL TAXATION FOR A PORTION OF BENEFITS RESULTING FROM OPENING, WIDENING AND EXTENSION OF STREETS.

112—YES.
113—NO.

Explanation.

In effect, this ordinance provides for the ascertainment of the benefits and damages growing out of the opening, widening and extension of new streets, and making provision to pay a part thereof by general taxation, and for the issuing of bonds of the city, not to exceed 6 per cent per annum, to be sold to pay for share of cost payable by the city, and providing for the levy of a sinking fund to take up the bonds at maturity.

The league recognizes the necessity of the city sharing the cost of improvements of this nature in some cases; but in view of the obvious possibilities of abuse in the way of putting an undue share of the cost upon the city, believes that no such general rule should be adopted, and that each case should be separately dealt with on its own merits.

Recommendation.

Voters are advised to vote NO—113.

PARK BONDS.

114—YES.
115—NO.

Explanation.

This ordinance provides for a bond issue of $2,000,000 for the purpose of acquiring parks and parcels of ground for neighborhood parks and playgrounds.

The league favors the acquisition of parks and playgrounds as needed and where needed, but does not believe at this time public necessity requires the issuance of $2,000,000 in bonds for this purpose.

Voters are advised to vote NO—115.

INCREASING PUNISHMENT OF VIOLATION OF ORDINANCES BY FINE NOT EXCEEDING $500 OR IMPRISONMENT.

116—YES.
117—NO.

Explanation.

This ordinance is one growing out of the social survey made by the Vice Commission. Under the practices heretofore existing the fines and punishment for certain offenses were in effect substantially licenses. By this ordinance it is provided that offenders may be fined $500 or commited to houses of detention or the industrial home for a term not exceeding two years and also providing for parole.

Recommendation.

Voters are advised to vote YES—116.

PUBLIC MUSEUM.

118—YES.
119—NO.

This ordinance provides for the creation of a public museum commission to consist of five persons to be appointed by the Mayor and for the issuance of bonds to the amount of $250,000 for the purpose of acquiring a site and building a city museum.

It is provided that the Oregon Historical Society may occupy a portion of the building. There is no provision made for the levying of any tax to maintain or operate the building.

Recommendation.

The league believes that the building of this museum may well be postponed at the present time. It is more of a luxury than a necessity. It would seem that there is no justification for the creation of a commission to build and operate one city building. It adds to the expense for no purpose.

Voters are advised to vote NO—119.

ELIMINATING RAILROAD AND STREET RAILWAY GRADE CROSSINGS.

120—YES.
121—NO.

Explanation.

This ordinance provides a method for eliminating railroad and street railway grade crossings and provides the manner of assessing the cost as follows: 60 per cent against the railroad, 20 per cent against the city, and 20 per cent against the property benefited. The allowance of damages is also provided for.

Recommendation.

In view of the lack of proper laws providing for the elimination of railroad and street railway grade crossings, we believe the ordinance should be passed.

Voters are advised to vote YES—120.

COUNCIL CREST PARK.

122—YES.
123—NO.

Explanation.

This ordinance provides for a bond issue of $90,000, the proceeds to be used in the acquisition of what is commonly known as Council Crest, containing nine acres more or less.

Recommendation.

Eliminating the question of excessive value placed on the property, it is the view of the league that what is now required is additional playgrounds and not a park of this character. Its greatest use would be as a viewpoint. There is no necessity for its acquisition at this time.

Voters are advised to vote NO—123.

CREATING COMMON TRANSPORTATION TERMINALS.

124—YES.
125—NO.

Explanation.

This amendment in effect provides that it shall be the policy of the city of Portland to create a common transportation terminal, both land and water, embracing both sides of the river, providing as far as possible for its entry and use by all common carriers on equal terms, and that all property within a thousand feet of the meander line of the river shall be subject to use and demands for such common terminal purposes; that all franchises, grants and public improvements and other improvements as far as the jurisdiction of the city may extend affecting such territory must be considered in relation to such common terminal and adopted thereto in a systematic way.

Recommendation.

The purposes of the ordinance are good, but the power granted is somewhat uncertain. The league, being divided in opinion, makes no recommendation.

No recommendation.

ORDINANCE TO CONTINUE DEPARTMENT OF PUBLIC DOCKS.

126—YES.
127—NO.

Explanation.

About three years ago the people of this city, under the initiative, and after a discussion extending over several years, created a Public Docks Commission to construct and control the public docks, etc., of this city. The members of the board are appointed by the Mayor and have but one duty to perform. Therefore, there is direct responsibility both in appointment and in action.

A board was appointed who have proceeded to carry out the purposes of the act, and are now engaged in developing a dock system. A bond issue of $2,500,000 has been voted and is now in process of sale.

The control of harbors throughout the world is generally under an administrative body on substantially the same lines as adopted by this city. A board of this character is essential if a port or city is to commit itself to a policy and to proceed along logical lines to carry it out. It is far safer and more reasonable for a city like Portland just starting on the establishment of a dock system and the expenditure of millions, to follow the methods experience has determined to be safe rather than to strike out on new and novel paths.

Under the present charter, while other commissioners might advise, the work will be substantially in the hands of one man. The league does not think a subject of such momentous importance to this city should be thus placed in the hands of any one man, even though four others may be joined in responsibility. The interests at stake are too great to be experimented with and the recall would be a very poor remedy.

Due to a difference of opinion in the Charter Board this measure was separately submitted to the voters for determination.

The existing board is conserving the public interest, is now at the point of dock construction and has accumulated a fund of information and experience of great value to the city and in the public interest should be kept on the job.

Voters are advised to vote YES—126.

RECAPITULATION OF MEASURES.

Cut out and take with you.

Fire Department Pension Fund	Vote YES—100
Broadway Street Franchise	Vote NO —103
Repeal East First Street Franchise	Vote YES—104
Repeal East Second Street Franchise	Vote YES—106
South Portland Bridge	Vote NO —109
Incinerator Plant	Vote YES—110
Opening, Widening, Extending Streets	Vote NO —113
Park Bonds	Vote NO —115
Penalty for Violating Ordinances	Vote YES—116
Public Museum	Vote NO —119
Railway Grade Crossings	Vote YES—120
Council Crest Park	Vote NO —123
Transportation Terminals	No Recommendation
Department Public Docks	Vote YES—126

(Paid Adv.)