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TERM IS TOO SHORT

Objection to Twenty-one
Years for Franchises.

CORPORATIONS HAVE THEIR SAY

Charter Sub-Committee Listens to
Arguments From Street Railway
and Telephone Men on Grants
for the Future.

The Charter Commission's sub-committee on franchises and utilities, consisting of W. F. Burrill, J. N. Teal and J. T. Morgan, gave a public hearing yesterday to the representatives of franchise-holding corporations, for the purpose of discussing the franchise features of the new charter. O. F. Paxton, president of the Portland Railway Company, and Attorney E. C. Pillsbury, of San Francisco, took strong ground in opposition to many features of the report of the committee, which has already been presented to the commission, and voiced their strong disapproval of several of the restrictions with which it is proposed to hedge about the granting of franchises.

As stated, the report of the committee embodying the provisions which they are already incorporated in the charter has already been submitted to the commission. Yesterday afternoon's meeting was for the purpose of hearing suggestions as to amendments, and they were submitted in plenty, backed with argument intended to convince Mr. Teal and his committee of the error of their ways. As on previous occasions, Mr. Teal acted as spokesman for the committee, and labored hard to bring the corporation representatives to his way of thinking.

Mr. Teal opened the meeting by stating that the committee had agreed to eliminate that feature of the report which provided that the City Council had the right to change fares to be charged by street car companies and trolleys to be charged by other companies.

Under the provision as now agreed upon by the committee the fares or tolls must remain at the figure originally fixed in the franchise during the entire period of its existence. Mr. Teal stated further that the committee had agreed to eliminate that portion of section 24 of its report which deals with compensation for franchises, and to stand upon section 3, which defines the matter of compensation more tersely.

The elimination of section 24, or rather of its provisions relating to compensation, obviates an apparent inconsistency in the report. Section 3 provides that compensation may be reckoned from a certain percentage of the gross earnings, or for a certain stipulated lump sum. Section 24 was merely an elaboration of the percentage plan, and contained no reference to the lump sum plan. This alleged inconsistency was the cause of its elimination. In the matter of street-car franchises, it is often difficult to determine the gross earnings of extensions, etc., as distinguished from the old or main portion of the road, and compensated by the payment of a lump sum of money, or a certain stipulated amount at stated intervals, might prove desirable.

Mr. Paxton Leads Off.
With these two matters out of the way, the discussion of the main provisions of the report commenced. Mr. Paxton, representing his company, first took up that phase of the committee's report which requires that after the expiration of the franchise the company holding it shall spend \$2000 a month until the completion of the work for which the franchise was granted, otherwise the franchise to be void. Mr. Paxton declared this provision to be arbitrary. He pointed out how a company building a street railway line, for example, might be seriously hampered in its work by lack of material, or other causes, rendering it impossible to spend the amount of money required each month. This, he said, would be no fault of the company, yet it might, under the provisions of the report, work a forfeiture of the company's franchise.

In lieu of this provision he suggested that an amendment be drafted and incorporated in the charter, providing that upon being granted a franchise might have so long to commence work, and so long to complete it. This plan, he pointed out, would give the company some leeway, and in case of unusual delay some provision should be made for the granting of an extension of time. F. J. Fuller, superintendent of the Portland Railway Company, and a member of the Charter Commission, though not of Mr. Paxton's committee, endorsed Mr. Paxton's views on this subject.

Mr. Teal and Mr. Burrill asked the objection to the provision that the company should charter throughout the country, and the admission was made that it was. The objection was the fact, however, that Portland was a long way from up and down the coast, and that the company being furnished was more likely to occur here than in cities further east. The committee made a memorandum of the suggestion, and it will be considered by the committee before they submit a supplemental report next Thursday night.

Twenty-one Years Too Short.

Mr. Paxton, who by common consent seemed to be accorded the position of chief spokesman for the opposition, entered a strong protest against that feature of the committee's report which fixes 21 years as the maximum term for which any franchise can run.

"If you limit franchises to 21 years," he said, "it will be impossible to build an extension into a single suburb of Portland. Every street-car man in town knows how the people of the suburbs have almost begged for the extension of existing street-car lines into their neighborhoods. Under present conditions, and with long terms of franchise, it has been possible to grant the extension of lines to these people. You cannot float your bonds nor interest people with capital where your franchise runs for so short a term. You cannot expect to locate factories in your suburbs, nor transport people to and from those factories under the provisions of this report as drafted."

"How long a term is reasonable?" asked R. W. Montague, a member of the commission, who was present.

"In any event not less than 30 years," was the reply. "Permit me to say that you should legislate for the present. You cannot hope to draft a charter that will stand unamended for 21 years, and you should make it fit existing conditions."

without hedging it about with restrictions that would make it impossible for Portland investments to pay reasonable dividends. Mr. Paxton finally concluded his argument by saying that in 21 years it would be impossible for an investment in a new street railway to pay a 5 per cent dividend.

Suggests a Remedy.

As a substitute for the proposed 21-year provision, Mr. Paxton, in reply to a question put by Mr. Teal, said that he might consent to a provision limiting the term of a franchise to 21 years, but allowing it extended at the end of that time to 30 years. He said that the terms of the new term to be determined then, and not at the time of the granting of the original franchise. If the city and the company were unable to agree upon the terms of the franchise at the end of that time, Mr. Paxton suggested that provision might be made for the appointment of a board of arbitration to fix the terms, upon which the extension should be granted.

The 21-year provision, Mr. Paxton said, might fit a city like New York or Philadelphia, or Chicago, but it would not apply here. Asked his reason for this statement by Mr. Morgan, Mr. Paxton declared that in the Eastern cities the population was much greater, and so many more people carried along on a railway costing no more than Portland roads, that it was possible to make vast money on the same amount of mileage. "It is self-evident," he said, "that density of population governs the earning capacity of a street-car line."

Mr. Paxton went on to cite the bonded indebtedness of his company, and of the struggle which he said it had had to keep above water during the hard times. He pointed out how it would suffer if the other period of financial stringency were to come during the life of a 21-year franchise, and how impossible it would be in his judgment, for the stockholders to get even interest on their money, let alone the principal.

Another Objection.

Mr. Paxton then objected to that feature of the report which provides that no less than two-thirds of the Council shall grant a franchise. For example, he pointed out, two companies might want a franchise, or one company, while not desiring the franchise itself, might wish the other to have it; each might have friends in the Council, and deadlock that body indefinitely. Mr. Teal replied that the report contemplates that when two companies desire a franchise it was to be put up at auction, and sold to the highest bidder. This, he said, would wipe out one objection at least, of the two raised by Mr. Paxton.

Another point raised by Mr. Paxton was as to how the problem of granting a franchise where that of a connecting link between two portions of a company's system had expired was to be solved; also how gross earnings were to be determined where the road was built in sections with a separate franchise for each section. To this Mr. Burrill replied that the intent of the framers of the report was to have all the franchises expire at the same time, and have them as nearly uniform as possible.

Telephone Men's Ideas.

Mr. Pillsbury, representing the Pacific States Telephone Company, was asked if he desired to be heard, and promptly replied in the affirmative. His main objection was to the 21-year provision. He said that his company was about to enter an extension to its underground system, contemplating eventually the superseding of the overhead system entirely. This, he said, was a long-term project, and the property of the city, and the company expected to pay its taxes. For this reason the company should receive favor from the city, and the city should not expect to pay the taxes of the people of Portland at the hands of the city.

In reply to a question, Mr. Pillsbury asserted that his company viewed 50-year franchises with more favor than 21-year franchises, and that he would not object to the 21-year term if the city would agree to pay the taxes of the property of the city, and the company expected to pay its taxes. For this reason the company should receive favor from the city, and the city should not expect to pay the taxes of the people of Portland at the hands of the city.

Mr. Burrill asked Mr. Pillsbury how his company would view the suggestion of Mr. Paxton relative to a 21-year term with a pledge in advance to extend it at the end of that time.

"I should certainly like it better than an arbitrary term of 21 years," replied Mr. Pillsbury. "You must remember that no corporation views with complacency the expiration of its franchise, and that for this reason the 21-year period is a short one, with the consequent knowledge that at the end of the time it must encounter an unknown quantity in the shape of a municipal body. Such conditions have a tendency to force corporations into politics."

Mr. Teal replied that the desire of corporations throughout the country, and in Portland as well, was to get out of politics, and he believed that in a few years they would be practically eliminated from the political field.

"Your views are somewhat Utopian," Mr. Teal replied. Mr. Pillsbury, if he then went on to say that Portland people, and the people and laws of Oregon were conservative, and inclined to do justice to corporations for this reason, the telephone company had established its headquarters here.

The discussion here branched off into a discussion of the taxes paid by corporations. Mr. Woodward cut into this discussion, and Mr. Teal said somewhat sharply:

"I believe it to be a fact, Mr. Woodward, that the city has spent more money adjusting the weight of its bridges to the weight of your cars on the City & Suburban than it has received in taxes from your company. I am speaking now of the city taxes."

"We contributed to the repairing of those bridges," replied Mr. Woodward. "Yes, at the point of a shotgun," retorted Mr. Teal.

THE STRIKE IS ON

But Steel-Workers Expect
a Settlement Soon.

HAVE MATTERS WELL IN HAND

Seventy-five Thousand Men Have
Left the Plants of the United
States Steel Corporation—Additions to Strikers' Ranks.

PITTSBURGH, July 15.—Reports received from all sources connected with the great strike of the steel workers today indicate that the members of the Amalgamated

Association have matters well in hand

and the strike order was generally obeyed. Telegrams from various points where the mills of the American Tinplate Company, the American Steel Hoop Company and the American Sheet Steel Company are located, tell of the shutting down of these plants in large numbers. In many cases the plants had been shut down by the first strike order, which affected the Sheet Steel and the Steel Hoop Companies only. The order last night brought out all union plants of the American Tinplate Company, with the single exception of the new mill in Monessen, which is still running.

At the Amalgamated Association headquarters it is stated that the figures given out Saturday night regarding the number of men who would be actually idle in the mills of the three companies have proved correct. This number was placed at 74,000. Of the 74,000 men idle, 3500 are in Pittsburgh, 300 in Allegheny and 1500 in McKeesport. President Shaffer has it in his power to close many more Pittsburgh mills, but it is not thought that he will do anything of a radical nature until he is compelled to do so.

The American Steel Hoop Company's supposedly non-union mill, known as the Painter mill, was closed this morning in all its branches. The tie-up at this mill is a surprise to the men who work in the millowners and officials in charge of it. The plant known as the Lindsey & McCutcheon mill in Allegheny was shut down completely in the p.m. and the men are in the union, but it is claimed by the workers that the employees in that department will not go to work in the morning.

While all the mills of the United States Steel Corporation are included in the general tie-up, the three companies mentioned are the first to be attacked. What the next movement will be the men are not sure. It is announced tonight that the circular letter which was expected to be sent out today calling on the men in the mills of the Federal Steel Company, Corby, who is also executive head of the National Steel Company, to come out will not be issued at present.

Rumors of a Conference.
The most interesting report to the Amalgamated Association today was the dispatch from New York which said that a conference of the manufacturers was to be held in New York, at which Warner Arms, vice-president of the American Tinplate Company, was to present a detailed account of the experiences of the committee that met the Amalgamated Association in this city last week. It was stated that the question of again extending the olive branch to the strikers, or of taking up the fight and crushing the association would be determined. Generally speaking, the workers, from President Shaffer down, seem to be looking for some sort of settlement.

The general offices of the American Steel Hoop Company are in this city, but it was stated today that President W. E. Corey, who is also executive head of the National Steel Company, had nothing to say concerning the plans of the companies in meeting the difficulties of the strike, nor as to what condition the mills were in where non-union men had joined the forces of the strikers. The policy of the manufacturers it was said, is to remain quiet for the time and await developments. The officials of the American Tinplate Company are all in New York.

At the district offices of the American Sheet Steel Company a meeting of managers was held today. It was a closely guarded meeting and information was hard to secure. It was said, however, that the men in the Old Meadow mill in Scotland would not strike. The Scotland Iron and steel mill is also working and no signs of a strike are visible there. The alleged attempt on the part of the association to attack the forces in the Big Vandergrift mills in Vandergrift, Pa., were not regarded seriously, though the

company is watching closely all such movements.

When President Shaffer was informed of the granting of the advance to the McKeesport tube workers, he said:

"I anticipated such action on the part of the manufacturers and have warned our men to guard against being blinded by such dust-throwing methods. The tube men in McKeesport are unorganized, and this advance, coming with the beginning of the strike of the employees of the three companies with which we are at issue, is an indication that the steel corporation appreciates the strength of the Amalgamated Association and is trying to thwart its growth in McKeesport. I expect that similar advances will be given to the men in other works of the United States Steel Corporation that have not been affected by the strike order in the hope that the workers may refuse to come out should we decide to extend the strike to all the plants of the corporation."

At Other Points.

Following are extracts of reports from near-by towns up to 5 P. M.:

New Philadelphia, Pa.—Employees of the New Philadelphia Rolling Mill are idle.

Carnegie, Pa.—No attempt was made to start work at the Carnegie Steel Works in Carnegie today. The mill is well organized.

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At Other Points.

TO WHITE GLACIER

First Day's Hard Work for
the Mazamas.

A CAMPFIRE SUNDAY NIGHT

Professor H. F. Reid's Interesting
Talk on Glaciers—Blank Monk's
Historic Stage Arrives With
a Company of Singers.

Sunday, July 14.—Religious services and lecture.

Monday, July 15.—Trip to White Glacier.

Tuesday, July 16.—Zigzag Canyon.

Thursday, July 18.—Preparations for the climb.

Friday, July 19.—Ascent of Mount Hood and celebration of seventh anniversary on the summit.

Saturday, July 20.—Start on return trip.

CAMP MAZAMA. Monday Morning, July 15.—(Special mounted messenger service.) Yesterday was one of quiet enjoyment to the tenters in Camp Mazama. From the early morning breakfast to the campfire meeting in the evening, the Mazamas revelled in a day of rest, and recuperated from the weariness of the two days' trip up the rocky mountain road. The morning was devoted to religious services, the afternoon to short trips to the snow line, and the evening to an interesting lecture by Professor Harry Fielding Reid on "Glaciers." Under his direction at 6 o'clock this morning 55 started for a day's study of White Glacier, a 15-mile trip.

The religious exercises were short and to the point. They were conducted by the Rev. A. J. Montgomery, pastor of the First Presbyterian Church of Oregon City. Favorite hymns were sung, after which Mr. Montgomery made a short address on the vital connection of mountains with the life of Jesus, forecasting the idea that before most of the important events in his career, Christ had sought communion in the mountains. The speaker then praised the majesty of the Mazamas in making such a pilgrimage, saying that it was well for men to hold communion with the mountains.

To the Snow Line.

With an activity only paralleled in the mountain goat that gives the society its name, members were forming the idea for side trips up to the timber line, three miles up the mountain. Some went in the cool of the morning. Others disregarded the danger of exposure to sunburn and started after luncheon was served. The road or trail to the timber line (no one would drive up in a handsome trap) is rough, steep and treacherous. The greater part of it is over patches of lava ash. It winds around up the side of the mountain through the burned timber, among which young trees are springing up. About two miles up, patches of snow are found, which send rivulets of icy water trickling down the mountain side, furnishing an ever-present temptation to the climber to bury his face in the cool flow of lava ash. It winds up the mountain, half way to the timber line, upon looking backward, a vision of rare beauty bursts upon those making the ascent. It causes aches and strained muscles to be forgotten. The sight of Mount Jefferson and its foothills, seemingly on the same level as the onlooker.

Other Mountains and Landscapes.

Mount Jefferson when seen from the mountain side looks like a small twin sister of Mount Hood as seen from Portland. "Baby Mountain" the Mazamas have named it. Its beauty therefore may be appreciated, and this is enhanced by (Concluded on Eighth Page.)

SUMMARY OF IMPORTANT NEWS.

Domestic.
The steelworkers' strike is on in earnest. Page 1.

The drought in the Southwest was broken. Page 2.

Bryan discusses the work of the Ohio Democratic convention. Page 2.

Failures occurred in Germany due to the Leipzig paper. Page 2.

Olds protests against the treatment of Olive Schreiner. Page 2.

Eastern Russia is threatened with famine. Page 2.

Sport.
Shamrock II beat Shamrock I in the final trial. Page 2.

Star Pugh won the Chamber of Commerce stakes at Detroit. Page 3.

National and American baseball scores. Page 3.

Pacific Coast.
Supreme Court of Oregon defines water rights of settlers on stream. Page 4.

Death sentence of "Diamondfield Jack" Davis, of Idaho, will be commuted to life imprisonment. Page 4.

Circuit Judge Hanna declares prohibition ordinance unconstitutional. Page 4.

Three Walla Walla saloon-keepers defied the Sunday law, and were arrested at instance of Prosecuting Attorney. Page 4.

Contract for grading 15 miles of Vancouver Railroad let to Portland men. Page 5.

Commercial.
Chicago grain open well, but weak. Page 11.

New York stock market shows firmer tone. Page 11.

English consols reach the lowest point since 1875. Page 11.

Friction between Arbutnot Bros. and Woolson Splice Company. Page 11.

Sugar falls 30 cents per hundred. Page 11.

London exchange settles up on brokers' shy of American Steel securities. Page 11.

Marine.
Steamship Pak Ling arrives for a wheat cargo. Page 10.

Hamburg-San Francisco liner Tanis wrecked. Page 10.

Captain Cox taking a sternwheeler to St. Michael. Page 10.

Portland and Vicinity.
Protests by corporation against proposed 21-year clause in new charter. Page 1.

How the Mazamas spent Sunday at Mount Hood's base. Page 1.

Samuel White elected chairman of Democratic State Central Committee. Page 10.

Bishop Joyce, head of the Epworth League, talks of Methodism. Page 8.

Work on wooden mill building at Sellwood begins today. Page 10.

Enough members obtained to secure outing clubhouse on Elk Island. Page 12.

Many visitors booked to arrive in Portland this month. Page 12.