

# INCREASE TAXES OF CORPORATIONS Public Service Franchises Assessed Much Higher Than Last Year.

## BASED ON NET EARNINGS Assessor's Plan Promises to Compel Users of Streets and the Railroad Companies to Pay Their Full Share of the Taxes.

**HOW ASSESSMENTS WERE INCREASED.**

Additions to 1907 tax valuations of public service corporations in Multnomah County over 1906 valuations:

Street franchises	\$ 1,000,000
Other personal property	19,000,000
O. R. & N. personal	17,430,700
P. Ry. & A. Co. personal	1,352,803
Portland Gas, personal	555,000
Portland Gas, franchises	278,430
Home Telephone, personal	397,500
Southern Pacific, personal	355,450
Southern Pacific, franchises	125,000
Northern Pacific, personal	444,900
Northern Pacific Terminal, personal	108,410
Total new revenue with 15 mill levy, \$300,000.	

\*Includes those marked \*\*.

Taxes of public-service corporations in Multnomah County will be heavily increased in the collections to be made next year on the 1907 assessment, which County Assessor Sigler yesterday placed in the hands of the County Board of Equalization. Street franchises in Portland are assessed closely up to net earnings capitalized at 10 per cent, and railroads are assessed in the same way. Were the Multnomah method adopted by other assessors in the state, the total valuation put on all railroads throughout Oregon would be close to their \$70,000,000 commercial valuation, as has been pointed out by the late State Tax Commission, and the \$75,000,000 estimated in that same year by the United States Census Bureau. The total assessed valuation in 1906 was \$25,515,000.

Mr. Sigler has based his assessment on average net earnings for the last five years, in order to even up the most prosperous years with others. From gross earnings he deducted operating expense and reasonable repair charges, and the remaining sum he capitalized at 10 per cent to determine the commercial value of the business. To arrive at the commercial value of street franchises he deducted from that latter sum the value of real estate used in the conduct of the business and of machinery and other improvements. The final remainder he took as the value of the street franchise.

Based on Net Earnings.

In the case of railroads he capitalized net earnings to determine the commercial value, including those of rolling stock, tracks and right of way. In the case of the O. R. & N. he fixed the value per mile in the personal roll at \$47,000—increasing the figure from \$20,000 of last year. In the case of the Southern Pacific main line he raised last year's personal assessment of \$3,000 per mile to \$32,000. Before fixing the O. R. & N. assessment per mile he allowed \$50,000 from the capitalized value for sidings. In addition to the O. R. & N. mileage assessment is \$16,100,000 for money and accounts, this being the company's surplus.

This method could not apply in every case, and then Mr. Sigler had to make an arbitrary assessment. This he did with the street franchise of the Oregon Water Power & Railway, the East Portland Gas Light Company, the two telephone companies, the two telegraph companies, the Portland Hydraulic Elevator Company, the North Pacific Terminal Company, United Railways, Oregon Electric Company, Southern Pacific and O. R. & N.

As a matter of fact, the method of assessing net earnings worked out successfully as to street franchises, only with those of the Portland Water Power & Railway Company. The capitalized value of franchises was actually less than assessed value, in the cases of the Portland Gas Company and the Portland General Electric Company. Inasmuch as the complete consolidation of the Portland Railway, the Portland General Electric and the Oregon Water Power & Railway will not be accomplished until next month, the property of each is assessed separately.

Assessments Are Compared.

Street franchise assessments this year, compared with those for 1906 and 1905, are as follows:

Company	Year 1905	Year 1906	Year 1907
Port. Ry.	\$ 900,000	750,000	\$1,175,000
Port. G. & E.	200,000	250,000	350,000
O. W. P. Ry.	25,000	50,000	50,000
O. R. & N.	15,000,000	15,000,000	25,000,000
Port. Gas.	100,000	150,000	250,000
E. Port. Gas.	15,000	25,000	70,000
P. Ry. Tel.	200,000	250,000	300,000
Home Tel.	100,000	100,000	100,000
Port. Pac.	20,000	25,000	100,000
Fourth st. (Public lease)	20,000	25,000	100,000
N. P. Term.	25,000	25,000	25,000
W. U. Tel.	15,000	15,000	15,000
Postal Tel.	2,000	2,000	2,000
Port. H. Elev.	2,000	2,000	2,000
United Ry.	11,000	11,000	11,000
O. R. Elec.	5,000	5,000	5,000
Totals	\$1,213,000	\$1,825,000	\$2,411,000

It will be noted that the heaviest increase is in the franchise assessment of the Portland Railway Company. For the three constituent companies of the Portland Railway Light & Power Company, the franchise increase over last year is \$35,000—which means that company will pay about \$500 more taxes next year on franchises than its three companies paid this year. In addition, that company's other personal assessment is increased about \$50,000 for the property which means about \$500 more in new taxes next year. These assessments do not include valuations of real property.

Tax on Levee Property.

Another important addition is \$100,000 to the personal assessment of the Southern Pacific, for its use of the public levee at the foot of Jefferson street. This property is owned by the city but the railroad has exclusive use of it and has been paying no taxes on its franchise. Other new franchise assessments are those of the Oregon Electric Company and the United Railways Company.

The tax assessment shows about \$20,000,000 increase in assessment of personal property of public service corporations. Of this sum \$16,000,000 represents surplus of the O. R. & N. as assessment money, notes and accounts, hitherto not taxed. Of the remaining \$4,000,000 about \$1,000,000 represents additional assessment on franchises to Portland streets. The other \$3,000,000 represents investments of various sorts in rolling stock and machinery

of corporations and also the increase in assessment of railroads from \$20,000 a mile to \$47,000 in the case of the O. R. & N. and Northern Pacific and to \$32,000 in the case of the Southern Pacific.

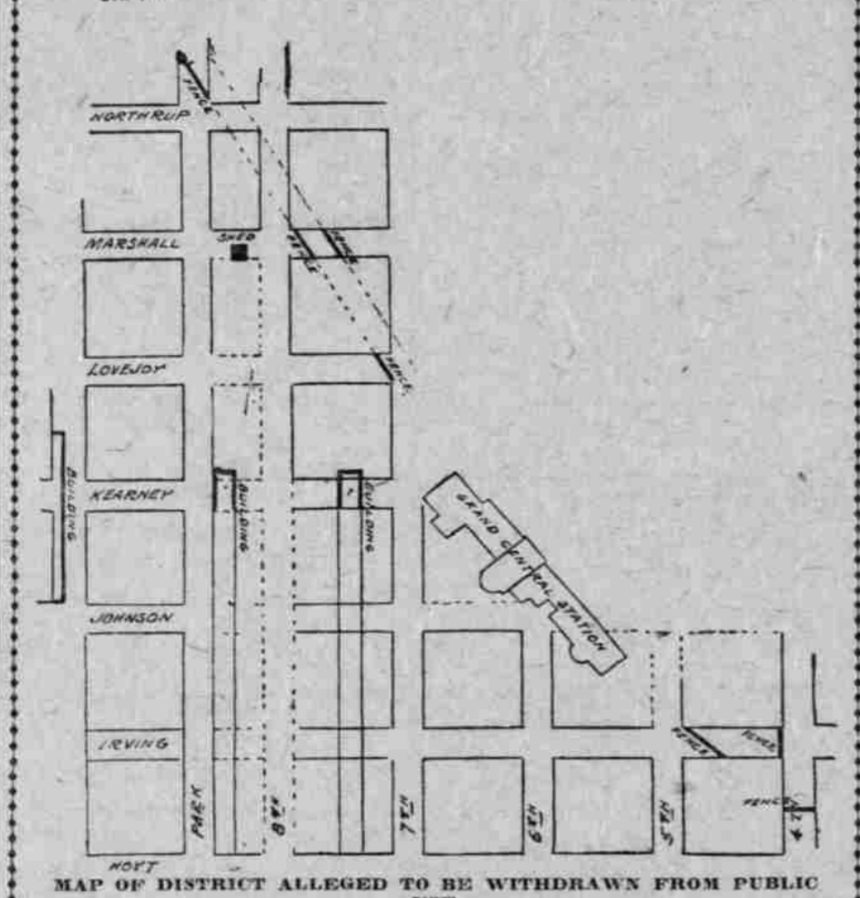
**Their Personal Assessments.**

The personal assessments of the 11 leading public service corporations are as follows:

1906	1907
Portland Railway	\$3,100,520 \$ 4,082,600
Port. Gen. Elec.	1,110,000 1,308,500
O. W. P. Ry.	25,000 50,000
O. R. & N.	1,447,970 18,878,670
Portland Gas	854,800 1,100,430
East Portland Gas	232,700 328,410
Pacific States Tel.	67,000 88,300
Home Telephone	157,000 173,500
Southern Pacific	361,480 700,920
Southern Pacific	33,180 178,500
N. P. Terminal	92,270 198,480
Total	\$9,263,120 \$21,495,410

The assessment roll for the whole county, inclusive of all kinds of property, amounts to \$221,400,000, which, when equalized, Mr. Sigler thinks, will be reduced to about \$21,000,000. This will be \$50,000,000 greater than the equalized assessment roll of 1906. Of the \$50,000,000 increase, about \$25,000,000 will represent land and buildings and \$25,000,000 will represent personal property. Of the \$25,000,000 personal increase, about \$20,000,000, as has been pointed out, represents additional assessments of public service corporations. The other

# MANY STREETS INVOLVED IN MAYOR'S CHARGE OF TRESPASS AGAINST NORTH PACIFIC TERMINAL COMPANY



The accompanying illustration shows the streets Mayor Lane charges the North Pacific Terminal Company with occupying illegally, either by fencing them in or by obstructing them to the use of the public by constructing buildings on them. The Terminal Company has been asked to explain by what authority it occupies the different streets enumerated in the complaint of the Mayor, who charges that Fourth street has been closed in with a fence extending entirely across the street at a point about 34 feet north of Hoyt street, thereby enclosing all that part of Fourth street north of Irving; that Irving is also enclosed from the west line of Fourth westerly to a fence which runs from a point in the south line of Irving about 66 feet east of Fifth northwesterly to where the east line of Fifth intersects the north line of Irving; that on Kearney, between Seventh and Eighth, a building extends across the street completely obstructing the same; that on the same street between Eighth and Park another building also completely blocks the street and because of these two obstructions Eighth and Park streets from Kearney to Marshall are useless to the public; that Ninth from Johnson to Lovejoy is partly obstructed; that Seventh from Lovejoy to Northrup is fenced in; that Lovejoy is fenced on the west side of what is known as new Seventh while Marshall is fenced off on both sides of the new Seventh street and the street east to Seventh and west to Tenth is blocked; that Park between Northrup and Overton also has a fence across it.

The Mayor also charges that a small shed has been constructed in the street between Eighth and Park and is being used as a yard office.

The Mayor asserts that the Terminal Company occupies these streets to the exclusion of the public without any authority by franchise or permission of any kind from the city authorities. He has demanded either the vacation of the premises so occupied or the payment by the transgressing corporation of a reasonable rental.

\$12,000,000 comes from new assessments of various sorts on personal property. The \$47,000 per mile assessment on the O. R. & N. and Northern Pacific applies to 40.7 miles of O. R. & N. and 17.7 miles of Northern Pacific. The \$32,000 per mile assessment applies to 18.56 miles of Southern Pacific.

# TOWNS BURY THE HATCHET Places on Coos Bay Plan Consolidation, Making City of 12,000.

The towns around Coos Bay have decided to stop warring their efforts and energies trying to get ahead of each other, and hereafter will endeavor to pull together for the common good, according to Walter Lyon, who is in Portland from that section.

It is proposed, and now practically agreed upon, to cover the towns of North Bend, Marshfield, Empire, Bay Park, Coos Bay City, Bunker Hill and Blaine, under a blanket charter by means of the initiative. To avoid all local feeling, it is proposed to adopt an entirely new name for the new city, if the scheme goes through. So far no suitable name has been suggested.

If the towns all come into one organization the new city will contain over 12,000 inhabitants and include over 20 miles of water front, which will give it the greatest length of harbor line of any city on the coast except San Francisco. A comprehensive plan of water mains, sewers, streets and harbor dredging will be put into effect just as soon as practical after the new city is organized.

The Legislature will not be appealed to, for the local taxpayers believe that they can carry through the consolidation more satisfactorily under the initiative. This will be the first time, at least in the history of this state, that the initiative has been used for this purpose. The consolidation is only being considered at present, and so far no definite legal steps have been taken toward this end.

**Allege Breach of Contract.**

OREGON CITY, Or., Oct. 21.—(Special.)—The Pelton-Arstrong Company has filed a suit against the Willamette Pulp & Paper Company for \$316,750, alleged to be the balance due on an agreement for the purchase of 2,000,000 feet of hemlock logs and 1,000,000 feet of spruce logs. The plaintiff company states that the defendant is guilty of breach of contract.

**"Portland the Inland Port."**

RODGER RIVER, Or., Oct. 21.—(To the Editor.)—I suggest a slogan for Portland: "Portland, the Inland Port." By using two small words and transposing the word "Portland," it is evolved that will have a real meaning for the whole world.

Metzger saves you money on watches.

# SAFEGUARD ON FOOD City May Employ Bacteriologist to Make Tests.

**WOULD CHECK DISEASE Committee Prefers Special Official to Employment of State Bacteriologist, as Proposed by the Health Board.**

Within the next few months Portland may have a city bacteriologist to

gramme was bright and entertaining, the sailors themselves taking part in it.

The work done among the sailors entering this port by the Portland Seaman's Friend Society, though but recently begun, is growing greater as the season goes on, and it is much appreciated by the men who come here. The German sailors of the British ship Yola and the German ship Siam have presented the institute with a German flag as a token of their feelings toward the institute. This shows that the institute is a power among the men.

Following is the programme of last night:

Piano duet, Miss Maude Belcher and Miss Iner Bushnell.

Vocal solo, Miss Angela Macpherson.

Readings, Miss Leola Signor.

Song, "The Second Engineer," second engineer British steamship "Fyrmie."

Violin solo, Miss Aida McDaniel.

French song, J. Kallies.

Piano solo, Miss Isabella Beckwith.

Song, "The Cabin Boy," cabin boy invaran.

Song, Miss Edith Wickham.

Marcelaise, sung by a chorus of 50 French sailors.

The concert closed with the National anthems, then refreshments were served and three hearty sailor cheers given for the women of the White Temple.

# WALK

When it is stated in these advertisements that Ladd's Addition is a 20-minute walk from the Postoffice, do not confound the statement with the idea that it is a 20-minute ride. The fact of the matter is that the walk from the Postoffice is no longer than from the corner of Second and Washington streets to the Multnomah Club. You really have no idea how close Ladd's Addition is to the shopping center and business district of the city until you

# JURY TRIAL IS DEMANDED Chinese Gamblers Angered by Increase in Customary Fines.

Portland's Chinese gamblers resent the edict of Municipal Judge Cameron, who recently announced from the bench that he would levy heavier fines in gambling cases where guilt was proven, and as a direct result have resorted to trial by jury. Nine alleged fan-tan players taken at 80 Second street last Friday night by Detectives Kay and Kienlen, will go to trial today before six of their peers. Great surprise was expressed by the court officials when they learned that the Chinese had decided upon a jury trial, as this is the first instance known in Portland where the gamblers of Chinatown have resorted to such tactics.

Though Judge Cameron formerly assessed the Chinese gamblers \$15, they made no protest, but as so many cases of the kind were brought before him the court decided that it was time to attempt to put a stop to the flagrant violations of the anti-gaming ordinances, and as a result announced that he would increase the fines. The increase was to take effect October 15.

Acting upon the order of Judge Cameron, the captain of the police force has to deal with Chinese gambling cases, also increased the amount of bail from \$25 for fan-tan players to \$50, and for horse races from \$50 to \$100. This act was at once the cause of great consternation among the Chinese gamblers, who sought by various means to bring about a reduction in the sum of bail demanded by the police.

Last Friday night, when Detectives Kay and Kienlen raided the establishment at 80 Second street, the alleged gamblers strongly resented the demand of Captain Slover for bail of \$50 cash for each player.

A meeting of Chinese gamblers was held in a Second-street establishment Sunday, at which it was decided to take the case to a jury, and accordingly notice was served upon Judge Cameron yesterday morning to draw a panel for the case.

**LEWIS AND CLARK MUSKET**

Only Flint Lock With Mahogany Stock Found in Montana.

HELENA, Mont., Oct. 21.—(Special.)—A Rogan, of this city, is refusing very fancy prices for an old flintlock musket which he picked up this summer along the Tel-

# WARNS THEATRICAL MEN District Attorney's Office Calls Attention to Child Labor Law.

A circular letter warning all theater managers that they will be prosecuted hereafter for allowing children of tender years to appear on the stage, was issued yesterday by Deputy District Attorney Galloway. This letter is in line with the policy of the juvenile court, to keep minors away from the theaters during school hours, and to compel the children to attend school, in accordance with the school law of the state. The letter follows:

Dear Sir—You are hereby notified that from and after the date of this letter, the juvenile court law relative to the employment of minors in the giving of entertainments, will be strictly enforced. You are further notified that all managers and owners of the theaters so employing minors, will be prosecuted under the contributory delinquency act of this state.

ROBERT GALLOWAY, Deputy District Attorney.

# USE AUTO IN RAILROADING Surveying Crews Find Gasoline Machines of Great Service.

An automobile has been added to the equipment of the Harriman system at Portland. The machine was bought recently for use in taking parties of officials about the state when they cannot reach their destination by railway. The automobile has come to stay, say railway men, in practical railroading, for it is so useful in going over country through which it is planned to build a

# Let Reason Talk to Habit Ask Coffee Drinkers if They Are Entirely Well

What's the use to slug oneself every morning and go through life sick and miserable, unable to "do things" and make money?

There's a Better Day When Good Old Common Sense Says Change to

**POSTUM**

It's easy and "There's a Reason"

Read "The Road to Wellville," in pkgs. It may show you how to be well and happy.

**Fares Can Be Prepaid**

**SAILORS ENJOY CONCERT**

Fine Programme Given at Seamen's Friend Society Institute.

There was an enjoyable time at the Portland Seaman's Friend Society Institute, corner of Third and Flanders streets, last night. The concert for the week was given by the V. L. A.'s of the White Temple, under the direction of Mrs. O. P. M. Jamieson. There was a large attendance of sailors, and the efforts of the ladies were most enthusiastically appreciated. The pro-

# Ladd's Addition

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## F. W. TORGLER SALES AGENT

106 SHERLOCK BUILDING EAST 16TH AND HAWTHORNE  
Corner Third and Oak Streets Ladd's Addition

# FOR SALE THREE ACRES

FINEST TRACT IN THE CITY

HICKS-CHATTEN ENGRAVING CO., COR. 2d AND ALDER

LANCASTER, Pa., and persons who have examined it declare that no firearm like it has been made for over a century, all of which supports the belief that the gun belonged to some member of the Lewis and Clark party.

Metzger saves you money on watches. Elgin watches, Goodman's, 211 Morrison.



# ROSE CITY PARK

The coolest homes in Portland are being built in Rose City Park right now. Have one of your own. It's easy.

**HARTMAN AND THOMPSON**  
CHAMBER OF COMMERCE

# TELL EVERYBODY!

Colonist Rates from All Parts of the East to Oregon Will Prevail on the

## O. R. & N.

And Connecting Lines, until the LAST DAY OF OCTOBER, 1907.

FROM CHICAGO, \$33.00. FROM ST. LOUIS, \$30.00.  
FROM OMAHA OR KANSAS CITY, \$25.00.

CORRESPONDINGLY LOW RATES FROM ALL OTHER EASTERN CITIES

# OREGON'S OPPORTUNITY

Every department of industry greatly in need of labor. Wages maximum. Crops abundant everywhere. Plenty to eat. Land cheap. No severe climate. Tell your friends in the East about it. Encourage them to come.

For relatives, friends, employees or others. Deposit cost of ticket with any O. R. & N. agent and he will telegraph to any part of the United States or Canada immediately. Saves delay and trouble of correspondence. Go and see him. He will tell you all about it.