

# "We Are Partners"

(Number 6)

Now let us skim over a few pages of street railway history.

The public service operations of this company are divided into three classes; City railways, interurban railways and the supplying of electric energy. The same principles apply to all three classes of the public service.

This series of advertisements, however, is devoted primarily to the problems connected with city transportation.

Street railways were originally constructed and operated as private enterprises under franchises providing for a certain definite amount of service, but with a large discretion vested in the companies as to character, quantity and quality of service to be rendered.

Under this early system the service given was good or bad, depending largely upon the inclination of the particular street railway company.

**UNDER THE REGULATORY SYSTEM NOW IN FORCE THE STREET RAILWAY MUST GIVE A SERVICE REASONABLY NECESSARY TO PROVIDE FOR THE PUBLIC CONVENIENCE AND THE CHARACTER, QUALITY AND QUANTITY OF SUCH SERVICE MAY BE AND IS PRESCRIBED BY THE PEOPLE.**

Many persons still in the prime of life recall that the fare for indifferent service rendered by many early streetcar companies was 10 cents for a short, slow ride.

Thirty years ago electricity began to supplant other forms of street railway motive power. Just prior to and during this transition period in the readjustment of street railway franchises, a fare of 5 cents was adopted in most cities, but even these franchises still left largely in the hands of the street railway companies the determination as to the amount and character of service to be rendered for the fare.

With the development of electric transportation it was found possible, by reason of the progress of the art, the less cost of labor and materials and the increase in efficiency of operators, to give more and better service than was possible during the horse-car period and still make a profit at the lower fare of 5 cents.

During this transition period, however, it frequently was the case, AS IT WAS IN PORTLAND, that streetcar transportation was in the hands of several different companies, each operating under its own franchises and EACH CHARGING THE FULL FARE WITHOUT ANY INTERCHANGE OF TRANSFERS WHATEVER.

At one time there were six entirely separate and distinct street railway companies operating in the city of Portland, EACH ENTITLED TO A FULL 5-CENT FARE FOR THE SERVICE UPON ITS OWN LINES.

As late as 1904 there were three street railway systems in Portland.

There was no community of interest between the two narrow-gauge companies and transportation for the prescribed fare was limited to the lines of each company.

In 1904 the Portland Railway Company and the City and Suburban Railway Company were consolidated under the name of Portland Consolidated Street Railway Company and a single fare of 5 cents was extended to cover the lines of both of the former companies.

In 1906 the Portland Railway, Light & Power Company was organized and took over into one ownership and under one management all of the street railway lines in Portland, and immediately extended the single fare of 5 cents to cover all of the lines in the city.

**MANY MILES OF STREET RAILWAY TRACK HAVE BEEN ADDED TO THE SYSTEM DURING THE LAST ELEVEN YEARS AND THE SERVICE HAS BEEN GREATLY EXTENDED, BUT THE FARE HAS REMAINED AT 5 CENTS, WHICH, HOWEVER, BY REASON OF THE EXTENSION OF TRANSFER PRIVILEGES, HAS BEEN REDUCED TO AN ACTUAL AVERAGE FARE OF 3 1/2 CENTS PER PASSENGER CARRIED.**

These are some of the facts worthy of your consideration in arriving at a correct solution of problems confronting all three of the parties involved.

Please think them over.

(Number 7 will appear Monday.)

## Portland Railway, Light and Power Company

By FRANKLIN T. GRIFFITH, President.

### NEW JURIST RUSHED

Judge Stapleton Has Wide Variety of Experience.

### JAIL WEDDING PERFORMED

Grand Jury Report Received, Divorce Case Heard, Bigamist Sentenced and Numerous Motions and Orders Disposed Of.

To officiate at the wedding of a County Jail inmate and his anxious bride; to receive the final report of the grand jury and commend them for their diligent work extending over three summer months; to sentence and parole a bigamist; to hear arguments in a divorce case and grant a divorced woman additional alimony for the support of her children; to dispose of countless motions and orders, and to spend much time receiving the congratulations on his elevation to the circuit bench—these are but a few of the many incidents and experiences which crowded themselves yesterday into the judicial life of George W. Stapleton, newly appointed Circuit Judge, who sat yesterday as the presiding officer of this court.

### MOULTON AVERS MALICE

Attorney for Mrs. Farrell Says Her Mind Sound When Making Will.

"Mrs. Ann Eliza Farrell was never influenced nor coerced into signing a will leaving the bulk of her property to Mrs. John B. Yeon and she was in full possession of her mental faculties when she signed her last will," says Arthur I. Moulton, the attorney for Mrs. Farrell.

### 10,000 MEN ARE FED DAILY

Consumption of Meat at Camp Lewis Estimated at 8000 Pounds.

### GEOLOGIST'S SON EXPIRES

Child Succumbs at Baker While Parents Are on Way East.

### OWNER OF CAR SURPRISED

Portland Bootlegger Uses Brother-in-Law's Auto in Illicit Traffic.

### DR. MORRISON HOME

Visit With Thomas W. Lawson Real Vacation, Says Rector.

### MRS. SCADDING IS MET

Long List of Topics for Sermons With Writer, Says Pastor.

Dr. A. A. Morrison, rector of Trinity Episcopal Church, who is just back from a delightful visit to the East, is convinced of several things.

### SEED EXPERTS WANTED

DR. KERR CALLS ON GOVERNMENT FOR TWO AT ONCE.

### ROSEBURG LIVESTOCK MAN FINED.

John Banks, a prominent Roseburg livestock dealer, was fined \$150 for having liquor in his possession unlawfully.

### FIRE HORSES MAY GO

Motor-Driven Apparatus Is Suggested by Mr. Bigelow.

### FEED COSTING TOO MUCH

Reorganization of Bureau to Eliminate Some Stations and Reduce Force Also Proposed in Commissioner's Plan.

An extensive reorganization of the city fire bureau, eliminating some of the present fire stations, replacing horses with motor apparatus and making other changes, is being worked out

### VACANT STORES FEWER

IMPROVEMENT OF 38.3 PER CENT MADE SINCE MAY, 1916.

### RIDGEFIELD PLANT UNDER GUARD.

RIDGEFIELD, Wash., Aug. 31.—(Special.)—George W. Bulker, Mayor of Ridgefield, has issued a warning for all persons to keep away from the town pumping station, and an armed guard has been placed in charge with orders to shoot anyone tampering with the machinery.

### Don't Trifle With Blood Disorders, But Get Rid of Them Quickly

Cleanse the System of All Impurities. Watch your blood supply closely, be ever on the alert lest some impurity creep in which will make inroads upon your general health.

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French Mission Coming West. WASHINGTON, Aug. 31.—Members of