

COUNCIL IS URGED TO GIVE FRANCHISE

Henry Calls Portland Railway,
Light & Power Company
"Greatest Blight."

COMPETITION TRADE'S LIFE

Letter Addressed to Portland Execu-
tives Shows by Comparisons That
Business Here Differs
With Los Angeles.

Declaring that the Portland Railway,
Light & Power Company is the "great-
est blight that Portland has to contend
with," Charles H. Henry has sent a
communication to Mayor Rushlight and
the City Council urging the granting of
a franchise to the Northwestern
Electric Company, which concerns
seeking the right to enter Portland in
competition with the Portland Railway,
Light & Power Company.

In the communication Mr. Henry
takes exception to the recent communi-
cations of T. B. Wilcox, W. F. Wood-
ward and G. F. Johnson, urging the
Mayor and Council not to grant a fran-
chise to the new company, and sets
forth a number of comparisons of rates
for electric service in Portland and
other cities. He asserts that the com-
pany with which we are dealing has
been the city's greatest blight. The
communication follows:

"To the Honorable Mayor and Council
of the City of Portland, Oregon.
Gentlemen: Inasmuch as my
friends Mr. T. B. Wilcox, Mr. W. F.
Woodward and G. F. Johnson, presi-
dents of the Portland Railway, Light
& Power Company, have written you, as
published in the daily press, urging
that your honorable body should not
grant a franchise to the Northwestern
Electric Company, which concerns
seeking the right to enter Portland in
competition with the Portland Railway,
Light & Power Company, giving rather
lame reasons therefor, and in high-
lighting the fact that the city has
been the city's greatest blight. The
communication follows:

"Talk about the Golden Rule by
which he proposes to live! It is a
mighty one-sided, jug-handled affair. In
the Oregonian of Monday appears a
communication from the Portland
Railway, Light & Power Company, in
which they have been ready and willing
to pay what we considered right in this
matter," said President Josephyn yesterday.
"We were willing to pay a rental, which
would probably amount to more than 3
cents on each car operated over the
streets of Portland, but the request was
denied. We applied for a permit from the
City Council for the use of the approaches
to the bridge, but the request was denied.
It is up to us to do the best we can by
use of other bridges. It is not our fault
if the city is not willing to come to
reasonable terms, all well and good; but
otherwise we will not bother any more
about the bridge."

"Did Jay Gould, or any one else say
more clearly, 'the public be damned'—
is that an honest statement? Is it not a
fact that he tied up, with the request
for revocable permits over the bridges,
a number of street franchises, and
when the latter was denied, he would
not take the permits to the City Council
and note the suggestion of three
cents a car. When the Burnside-
street bridge was built, we were a
small struggling community; the old
Portland & Vancouver Line, coming
across that bridge, had been electrified,
and the city charged them seven
cents a car, and that was in 1888,
when they used little Thompson and
Houston cars which did little damage,
while Josephyn's massive cars are de-
molishing our bridges. Ten of his cars
are designed to carry as many as 20
of the cars then in use. Mr. Josephyn
using them so as to keep down the
number of motormen and conductors
employed, and he is willing to pay
three cents a car—Golden Rule—
Golden Grab he means."

Mr. Henry Asks Questions.
"Your honorable body will certainly
never comply with such a demand as
that company. If the small struggling
company could pay seven cents a car
in 1888, with their small cars, why is
it not reasonable that they should pay
three cents a car now, with their large
cars, complying with the golden rule to
have this company, using such massive
cars over our more expensive and costly
bridge, pay at least the same rate?"
"Mr. Josephyn and his employees on
their return to the city bring about
visits out of the city brag
through the papers about the
splendid car service that the city of
Portland is getting. When he put on
his pay-as-you-enter cars, he used a
part of the legend which the writer saw
in Chicago streetcars. The legend read:
"Please do not crowd. Help us to
avoid accidents. The city gets 50 per
cent."

People Misled, He Says.
"This latter part, Josephyn forgot to
put on. When he says we have a bet-
ter and more rapid car service, he pur-
posely misleads the people. For while
his car system has grown, the Los An-
geles car system has far exceeded it.
Think of four different routes out of
Los Angeles to Pasadena, three double-
tracked, and one four-tracked. How long
it takes to get to Pasadena. The writer
recently took pleasure in riding over
the Key Route, the Borax-Smith
system in Oakland, and there was not a
single straphanger allowed. On com-
muting to the city, the writer read:
"Orders were not to allow people to
stand but to put on more cars." When
in Honolulu two years ago, at which
time Mr. S. Benson and Mr. Emmet Wil-
liams were there, we remarked on the
fact that in that city of 45,000 inhabi-
tants, 75 per cent Japanese and Portu-
guese, they had a more dependable and
reliable car service than the city of
Portland boasts, and as for light and
power they have been charging us a base
rate of 15 and 3, equalling 20 cents.
They voluminously published a pro-
posed reduction making a base rate
of 9, 7 and 4, also equalling 20 cents."

July bill for the Henry buildings
reads as follows:
4396 kilowatt hours at 24 cents..... \$105.51
Charge by charge (a robbery)..... 24.75
\$130.26
Los Angeles rate for current year
follows:
For the electric current consumed

In excess of three thousand (3000) kilowatt hours in one month, 1.3 cents per kilowatt hour..... \$39.75
4396 kilowatt hours at 1.3 cents..... \$57.15
The bill here is \$130.26 and in Los Angeles would be \$137.75, no stand-by or monkey puzzles about it.
They say if a competitor is allowed in the field, we may have to pay interest on two plants. What the citizens of Portland need and ought to have is lower rates. Rates comparable with those of other cities on the Coast. The following figures from the quarterly statement of the Portland Railway, Light & Power Company, filed with the City Auditor, ought to be of interest to light consumers:
"Light department:
Quarter ending December 31, 1911—
Receipts..... \$632,345.45
Disbursements..... \$488,907.77
Balance forward..... \$143,437.68
Quarter ending March 31, 1912—
Receipts..... \$673,624.30
Disbursements..... \$442,020.78
Balance forward..... \$231,603.52

"This ought to be gratifying reading to the people who are paying outrageous light rates."

Competition Life of Trade.
"Don't we need competition? It is axiomatic that competition is the life of trade. Give us competition by all means. The writer does not know, nor is he in any way connected with the people who are applying for the franchise. I have been informed that they are responsible and reliable. It must be conclusive to the Mayor and Council of the city of Portland that a heavy hand is needed over the Portland Railway, Light & Power Company.
"Messrs. Wilcox, Woodward and Johnson no doubt were very glad to have competition when the North Bank road, the Oregon Electric and United Railways came into the city and helped to develop our country. Let us welcome other competitors. Respectfully yours,
CHARLES H. HENRY."

HILL FRANCHISE URGED

MANY EAST SIDE ORGANIZATIONS WOULD RUSH PERMIT.

Action of Business Men's Club in Requesting Decision by City Is Freely Indorsed.

The East Side Business Men's Club, which is urging the granting of the franchise asked for the Hill Lines, has secured the indorsement of a number of the improvement clubs and civic organizations.
The list of organizations which have indorsed the Hill franchise, as tabulated in the office of Assistant Secretary C. C. Hall, includes the following: Alberts Push Club, Ad Club, Albina Push Club, by George Hockenos, president; East Forty-first Street Improvement Association; West Side Business Men's Club; East Burnside District Merchants' & Manufacturers' Association; Central East Portland Merchants' & Manufacturers' Association; East Side Improvement Club; East Side Improvement Association; Fulton Park Improvement Association; Meagley Junction Improvement Club; Kanton Club; Montavilla Board of Trade; Montavilla Business Men's Club; Mount Tabor Improvement Association; Peninsula Improvement Club; Portland Chamber of Commerce; Rose City Park Improvement Club; Sellwood Commercial Club; Sunnyside Push Club; United Improvement Clubs Association; Waverly-Richmond Improvement Club; Woodlawn Improvement Club; Union East Company; Portland Bankers' Association; Chamber of Commerce; Portland Retail Merchants' Association.
Indorsements are being received from other clubs as they meet and consider the matter. Dan Kellaher, president of the East Side Business Men's Club, has sent the list to all members of the Council and Mayor. Mr. Kellaher says:
"This list represents the business men, professional men, merchants, implement and machinery men and heavy shippers of the entire East Side with its 175,000 inhabitants, besides thousands of broad gauge business men and shippers of the West Side, representing practically a united city with a population of 352,000."

Road Quickly Rolled
CITY BUILDS SOLID STREET TO STEEL BRIDGE IN 10 HOURS.
400-Foot Mud Hole on Adams Eliminated—Track Laying Starts at Once.

In less than 10 hours the city yesterday constructed a solid rolled street 400 feet in length, on Adams street, from Holladay avenue to the east end of the new Steel bridge. The rush was occasioned by the opening of the bridge to team, automobile and pedestrian traffic. When the big bridge was thrown open at daylight, Adams street was little more than a mud-hole, in which people were required to wade almost ankle deep and in which wagons passed over with difficulty.
Under the leadership of City Engineer a large force of teams and men hurried to the scene and began building up the road. Within a few hours the way was safe for teams and men possible to walk to the bridge without getting in any mud. By night the road was finished for temporary use, the course being up several feet and being rolled solid.
The streetcar company will begin at once to lay its tracks to and over the bridge. The material is all on hand and it is the plan to get a force of men to work at once. A double track will be extended from Holladay avenue to the east end of the bridge and from there over the bridge to the west approach, which is only a few feet from the west approach of the old Steel bridge.

President Josephyn said yesterday that the work of constructing the tracks will be hurried. "We have the men and the material on hand," he said. "We intend to rush construction as fast as possible. It must be understood that we could not do the work until we had a right to go upon the bridge. The material is all on hand and it is the plan to get a force of men to work at once. A double track will be extended from Holladay avenue to the east end of the bridge and from there over the bridge to the west approach, which is only a few feet from the west approach of the old Steel bridge."

Small Boy Is Drowned.
While swimming at the foot of Bancroft street, Portland, yesterday, Joseph Kuzma, 10 years old, was drowned. The body was recovered by Hugh Brady and was turned over to the coroner. The boy lived at Third and Bancroft streets.

Suit sale at Jimmy Dunn's.



\$50,000 Stock of High-Grade Pianos Must Be Sold at Once---Lease Expires in Three Weeks---a Desperate Situation Which Calls for Drastic Action. Reed-French Piano Co. Quit Business. Prices Tell the Whole Story

NEW PIANOS AS LOW AS \$96=PLAYER PIANOS AS LOW AS \$297

Did you ever hear of strictly brand-new upright pianos—the large, full-size, genuine mahogany cases—being sold for less than \$100? Did you ever hear of dependable Player Pianos—the very latest improved 88-note instruments—being offered for \$297?

These prices tell the whole story. We're up against it. The lease on our present large quarters expires August 31st—less than three short weeks away. We have been unable to get suitable quarters at anywhere near a reasonable rental. We're compelled to quit the piano business.

Here we are with a mammoth \$50,000 stock of high-grade pianos—which must be sold in eighteen days. It's a desperate situation. It calls for drastic action. Everybody knows this is the dullest time of the

year. Nothing short of the most phenomenal price-cutting will accomplish the result. Accordingly, we have cut, slashed—yes, actually slaughtered prices, if you please, to the lowest point ever known in the history of the city. Profit is out of all question now. Give us the bare cost; that's all we ask. And when we say cost, we mean exactly what we say.

Pianos of the Highest Grade—All Must Go at Once

The Reed-French Piano Co. has the reputation of carrying one of the finest lines of high-grade pianos in the West—notably the celebrated Knabe—the world's best piano, the time-honored Lindeman, the superb Jesse French, the artistic Haines Bros., the well-known Willard, the favorite Steinbach

& Dreher, the popular Armstrong, the beautiful Starck, the dependable Brewster, Howard, French & Sons., etc.—in finest Mottled Mahoganies, Burl and Circassian Walnuts, genuine quarter-sawn Oaks, and other rare and costly woods.

Included also are the finest and very latest improved 88-note Player Pianos. We have featured the Player Piano business for years and today the Reed-French Piano Co. is recognized as the Player Piano Headquarters of the city. But everything must go, regardless of the sacrifice, including even a number of the finest and most costly Baby Grands ever shown here.

Desks, Rugs, Office Furniture and Fixtures will be sold—all or in part to the highest bidder.

Glance at These Prices—They Tell the Story

	Closing-Out Cost		Closing-Out Cost
\$200 Pianos	\$96	\$500 Player Pianos	\$297
\$250 Pianos	\$129	\$525 Player Pianos	\$317
\$300 Pianos	\$168	\$565 Player Pianos	\$335
\$350 Pianos	\$207	\$600 Player Pianos	\$362
\$450 Pianos	\$283	\$800 Player Pianos	\$477

ETC., ETC.
AS TO TERMS

These closing-out prices ought to bring all cash, or at least half down. But we're not in a position to dictate. The burning question is to find homes—AT ONCE—for all these fine Pianos and Player Pianos. We'll not quibble about terms. \$25 or \$30 down and \$12, \$10 or even \$8 a month will do.

Doors Open Tomorrow at 8:30 A. M. Sharp. Be on Hand Early

REED-FRENCH PIANO CO.
SIXTH AND BURNSIDE STREETS

Desks, Office Furniture and Fixtures for Sale—All or in Part

STORE OPEN
EVERY
EVENING
UNTIL 10

QUAKE SIGHT GREAT

Portland Boy Tells of Alaska's
Volcanic Eruption.

HAROLD GILL SENDS LETTER

Son of John Gill Welcomed Night
Work, "For Had I Been Sleeping
I Should Have Missed Seeing
Lifeline Sight," He Says.

Harold Gill, who is employed in a salmon cannery at Nushagak, Alaska, in a letter dated June 18 to his father, John Gill, of this city, writes interestingly of the recent earthquakes in the territory.
Although Nushagak is about 100 miles distant from the actual scene of the volcanic disturbances, Mr. Gill declares the electrical effect at night was the sight of a lifetime.
Quantities of fine dust thrown off by the active mountain peaks were carried in the wind and distributed in the vicinity of Nushagak. Mr. Gill's letter follows:

Wireless Is Affected.
"Though we are much nearer the volcanoes, I presume you know more about the eruption than we. We hear that many lives were lost at Kodiak and that the ashes fell there to a depth of 30 feet.
"The air is so full of static electricity and of rumblings from the volcanoes that the wireless isn't much good. Don't know whether this will reach you, as the mailboat ("Dora")

was in the thickest of it on her way to Kodiak.

"I am working on the night shift, and our crew were told, when at supper about a fortnight ago, by the day crew that there had been an earthquake, and the cannery much shaken. We laughed at them. Well, about 8 that night, while I was at work in the factory, I heard above all the din of the machines, a very distinct concussion, like that of a heavy cannon-shot. "Chug!" it came, and a moment later "Chug, chug" again.

"The air seemed to burst at each report, and the windows shook and rattled. Almost at the same time came a violent earthquake shock from the eastward. It lasted nearly a minute. Piles of boxes rocked as if about to fall. This shock knocked the gally stack out of the Burgess."
"All through the night we heard the boom of the explosions, and milder earthquakes continued. The sky looked strange. The clouds were thin and filmy, and of the gray color of a newly-silvered iron bar, and gave the impression of hardness like iron. It does not get dark—only two hours of twilight.

Quakings Rock to Sleep.
"I went out many times but could see no fire or glow anywhere; only the strange, hard sky. I was standing among the net-tracks when one quake came, and the bars warped and buckled strangely. Another great shock came about 3 A. M. When we went to bed in the morning we were rocked to sleep by the quaking of the bunkhouse.

"I got up that afternoon about 3, and while sitting outside the store there came several bangs like blasting a little way off. They made more din than those the previous night.
"There were light earthquakes when we went to work that evening, but nothing much occurred till 11, when I happened to be outside, and looking off eastward I saw a lightning-flash, close down to the horizon; and instead of the usual forked lightning it was a wide, straight bar, like a sudden glint of light on a knife blade. It was not dark, of course. The clouds eastward were great masses piled in enormous solid-looking rolls or thunderheads, bright pink with deep purple shadows,

and below these a black pall down to the horizon.

"It grew darker, and we saw more flashes, red in color, still short and wide and playing close above the horizon. The darkness became unusually dense. We ate our midnight meal, and still the darkness increased, being intense from 1 till 2. No mistake about the eruption now! Puff! and the clouds would light up red and lurid as they do above the gas works on a rainy night. And the lightning (or was it lightning?) continued. It was bloody red now, probably from the dust in the air. It took strange shapes, great chains, short knife-like bars and fiery puffs reflected from the burning crater. But strangest, grandest and most awful were the burning, bursting jets of fire that flashed in that angry sky.

"Whether exploding bodies of gas or lightning, I know not—no chain or forked flashes, but like a great glowing ruby dripping fire, and snuffed out again in the twinkling of an eye. The air jarred and vibrated, and every little while "chug" came the muffled reports that fairly shook off our caps, and still the silent, heaving earthquakes. There seemed to be no thunder, and yet for an hour there was not a minute's cessation of the grand fireworks. The flashes paled with the return of day, but seemed to be spread over a greater expanse.

"Again we went to bed, and strange to say, slept, with nothing but earthquakes to disturb. The next afternoon we went for a walk to Snag Point. While sitting in the tall grass we became conscious, first, of a vibration in the air. It grew louder until it jarred and rumbled like the booming sounds made by an oil-burning locomotive. This continued a half-hour or more.

Natives Are Frightened.
"We place this volcano up near Lake Ilamna, about 100 miles east of Nushagak (doubtless Ilamna Mountain, about the height of Mount Hood, at the east end of Ilamna Lake.—Ed.) We can see no mountains in that direction. King Youk-Luck said, "bime-by capsize." These people never saw such skies, and they say the earthquakes are caused by wars of little men under the ground. All night long their dogs

howled and the Indians were wailing and chanting.

"One morning we noticed the earth and the roofs all white. On investigation we found it to be a thin layer of volcanic ash. Two nights later we had a wind from the volcano and more ashes fell. The air was full of this fine dust, and it stung our throats. By good luck the wind soon changed and the clouds bore off to seaward.
"They were densely black like the layers of oily smoke we see pouring from the gas works at home. Two feet deep the ashes fell at Nicknack, and we should have had it, too, if the wind had not changed.
"I am glad to have been working nights, for had I been sleeping I should have missed seeing one of the great sights of a lifetime."

Portland Free of Infant Malady.

While Los Angeles has been suffering from what might be called an epidemic of infantile paralysis, Portland

has been singularly fortunate in having scarcely a case to come under the notice of the Board of Health during the past two months. A few years ago Portland had quite a number of cases, but since then, although other cities have been troubled with the disease, this city has been remarkably free from distressing infant malady. It is not very long since the specific organism of the disease was discovered by Professor Flexner.

Child Scalded at Oregon City.
OREGON CITY, Or., Aug. 10.—(Special.)—The 2-year-old daughter of Mr. and Mrs. B. E. Barry, of Gladstone, was quite badly scalded today by falling backward into a pan of hot water. Mr. Barry, who is in the employ of the Oregon City Enterprise, was called home by his wife.

In 33 years England has lost 6840 acres by erosion, but this has been more than made up by the new land which has formed during that time.

Constipation

is a disorder which is easily acquired and naturally very common and it causes great depression and weakness.

Warner's Safe Pills

will give prompt relief to those who are constipated or bilious. It is a purely vegetable, sugar coated laxative—gentle, harmless, yet effective.

Warner's Safe Remedies

EACH FOR A PURPOSE
1-Kidney and Liver Remedy
2-Rheumatic Remedy
3-Diabetes Remedy
4-Asthma Remedy
5-Nervine
6-Pills (Constipation)
7-Pills (Hemorrhoids)
8-Pills (Hemorrhoids)
Write for a free sample giving the number of remedy desired to Warner's Safe Remedies Co., Dept. 365, Rochester, N. Y.