

# FRANCHISE SHOULD BE GRANTED

## Another Answer to Their Malicious and Vicious Misrepresentations

# MORE PLAIN FACTS

**STATEMENT OF MR. MONTAGUE.**—Why don't they tell you that Mr. Montague was the learned counsel who filed the injunction on behalf of one of the resident directors of the Portland Railway, Light & Power? And why did he withdraw when I intervened and exposed the collusion?

**WOULD BE AFFECTED BY NEW CHARTER.**—See how they have tried to distort actual facts, although we give them credit for admitting that the city reserves the right "UNDER THE POLICE POWER TO REGULATE ALL FRANCHISES." Attorneys who are anxious to see actual competition in our street railways advise us that **WE ARE SUBJECT TO THE PROVISIONS OF THE NEW CHARTER**, and as our opponents, by their own statements, admit it, you can judge for yourself.

**TWO-YEAR CLAUSE.**—They now howl about the two- (2) year clause for competition. This is apparently their last desperate and dastardly effort to defeat actual competition. **I HERE AND NOW AGREE TO COMPLETE THE STREET RAILWAY COVERED BY THIS PROPOSED FRANCHISE WITHIN ONE (1) YEAR** from the date the FRANCHISE legally becomes effective, or forfeit the same, together with all work done, legal restraint alone excepted. I further agree to **COMMENCE WORK** the day after the FRANCHISE is granted and prosecute the same vigorously and continuously, and shall probably, if not delayed by things beyond our control, **HAVE THE FIRST UNIT COMPLETE IN SIX (6) MONTHS.**

**CHANGE IN COMPENSATION.**—There is no change in the city's income, as the terms are identical with those submitted in original application. There was an amendment introduced and passed by the Council to increase the compensation, which was prohibitive. In fact, the Executive Committee, in their report, which is a matter of record at the Auditor's office, recommended a rental basis which would have figured about Twenty Thousand Dollars (\$20,000.00) during the life of the FRANCHISE. Under the terms of our FRANCHISE we are paying Three Hundred and Thirty-three Dollars (\$333.00) per year for each mile of railway. Why should we pay more than Three Hundred and Thirty-three Dollars (\$333.00) per year for each mile when the Portland Railway, Light & Power Company is only paying Two Hundred Dollars (\$200.00) per year for each mile? In other words, we will pay during the life of the FRANCHISE nearly as much as the Portland Railway, Light & Power Company have paid since their organization for all the trackage their system contains. **IS IT FAIR?** And don't forget the Portland Railway, Light & Power Company only received their blanket FRANCHISE ninety days ago, and their FRANCHISE is for 18.28 miles of streets, while our FRANCHISE only covers 4 1/2 miles. Just figure it out for yourself.

**OMITTING THE SCHEDULE OF CARS PROVIDING FOR AT LEAST FIFTEEN-MINUTE SERVICE.**—At the last general election the control of all public utilities was voted to the State Railway Commission. This measure

was originally passed by the Legislature of 1911 and went to the people by referendum and was passed by the people at the last election. So that the State Railway Commission now has full authority to regulate length of trains and schedule of service. Why don't they tell you it is a legislative act and Charter provision instead of misrepresenting the actual facts?

Section 61 of the new Charter provides: "The Council shall have general supervision and power of regulation of all public utilities within the City of Portland and of all persons and corporations engaged in the operation thereof," etc. See also Section 62: "They (the Council) shall have the power to control, regulate and order such changes, improvements, extensions, additional facilities, appliances or equipment in or upon the plant and property of any person or corporation operating the public interest, convenience or safety and to protect its employees in the construction, maintenance or operation of any such public utilities." **FURTHER, WOULD EXTENSIVE CAPITAL BE PUT INTO A STREET RAILWAY SYSTEM AND THE OWNERS THEREOF BE SO FOOLISH AS NOT TO OPERATE THE SYSTEM?** How else could they obtain their revenue?

**OMITTING ANY RESTRICTION ON FREIGHT CARS.**—How childish. Just read for a moment an extract from Section 1, **GRANTING CLAUSE:** "For a railway line for the transportation of passengers, baggage and express." Read also from Section 1, **GRANTING CLAUSE:** "Provided, that on Seventh street, between Flanders street and Grant street, the grantee shall lay down and construct double tracks, but the same shall not be for interurban railway business or for any railway business EXCEPT THAT OF STREET RAILWAY PASSENGER TRAFFIC."

As a thinking voter is there any right to operate freight or interurban cars under the above terms? No! A thousand times no! But they raised the point and we have met it.

**OMITTING THE CITY'S RIGHTS TO OPEN STREETS ALONG PRIVATE RIGHTS OF WAY.**—Just read this from a copy of the FRANCHISE:

### Street Improvements

Section 4. "Nothing in this ordinance nor any right or privilege granted by this ordinance shall be construed to prevent the municipal authority of the City of Portland from sewerage, grading, paving, planking, macadamizing, improving, altering or repairing any of the streets over which the tracks authorized by this ordinance are constructed or operated." Can you see in the above any restriction of the people's rights?

**PROVIDING AGAINST A MERGER WITH ANY COMPETING COMPANY.**—This FRANCHISE will be subject to the provisions of the new Charter, which the Supreme Court of Oregon held on yesterday was

legal. Just glance for a moment at Section 79 as passed at the special election held May 3:

Section 79. "No franchise shall be sub-let or assigned, nor shall any of the rights or privileges thereby granted or authorized be leased, assigned, sold or transferred without the consent of the city expressed by ordinance, which shall be subject, as other ordinances, to the referendum." Surely our opponents knew of the existence of the new Charter.

**CHARGE FOR CROSSING THE BROADWAY BRIDGE.**—They have been trying to mislead you regarding the compensation for crossing the Broadway bridge. This is a legislative act whereby any railway crossing the Broadway bridge will be compelled to pay three cents (3c) per car, and, in addition, there will be the regular city, county, state and other taxes on the physical property and equipment, car barns, etc.

### Los Angeles Conditions

Why don't they come out and tell you the truth about conditions in Los Angeles? In that city all interurban and city cars come in on one street to one common point. Just imagine all of the cars in the city of Portland that run on First, Second, Third, Fifth and Broadway streets coming in on one street. Then you have an idea of the Los Angeles conditions. This condition could never be true in Portland on account of the loops and the diverting of traffic on the several streets.

**WHY OUR OPPONENTS DO NOT WANT ACTUAL COMPETITION.**—When the Portland Railway, Light & Power Company were applying for their blanket FRANCHISE they were compelled by the City Council to grant a permit for the laying of a third rail on Broadway before the City Council would grant their FRANCHISE. And now what happened? Three days after it became effective an injunction was filed. Who was behind the injunction? Possibly some of the resident Directors of the Portland Railway, Light & Power Company can explain to you their connection with it. Think it over. Just bear with me for a moment until I direct your attention to the fact that the permit for this third rail expires one day after election, and if our FRANCHISE does not pass, you will find a crew working night and day cementing in all of their tracks, switches, turnouts and curves. This would mean extra added expense, and it would result in considerable inconvenience to the people on Broadway by tearing up of the streets a second time, thereby delaying traffic and interfering very materially with their business. Should this FRANCHISE be referred to the Charter Commission, at the very earliest it would require sixty days before the FRANCHISE could be acted upon and passed, as thirty days alone are required for the publication of the FRANCHISE. Do you want the street torn up a second time and traffic and business delayed for an extended period? We do not believe that you will allow their misrepresentations to mislead you.

## Favor a Project That Will Employ Labor and Bring New Capital

# VOTE 102 X YES

(Paid Advertisement.)

**GEORGE F. HEUSNER,**  
1408 Yeon Building

### MUSEUM NEED CITED

Voters Urged to Allow Home for Historical Relics.

### VALUABLE RECORDS EXIST

Frederick V. Holman Points to Importance of Preserving Specimens Identified With Development of Oregon History.

PORTLAND, Or., May 31. — (To the Editor.)—The members and friends of the Oregon Historical Society and all true Oregonians, appreciate the support you have given to the charter amendment for the construction of a public building for the use of the Oregon Historical Society and the City Museum, being numbered 118 on the ballot to be voted on Monday, June 2. Such a building, and the making permanent of the Oregon Historical Society, is of course, to some extent, a matter of sentiment, but sentiment in public affairs is a very essential feature. It is sentiment which fought all the wars this country has engaged in from the time of the Revolution to the Spanish-American war. It is the sentiment of the Nation, for its small standing army would be at the moment advertised all over the world as a place where people take a pride in the betterment of the conditions, and is a desirable place to live in. This has added many thousand people to the population of Portland, and has resulted in the erection of many business buildings and of numerous private residences which would not be here except for the sentiment which actuated the people of Portland in making it the Rose City.

**"Luxury" Objection Analyzed.**  
The Taxpayers' League has advised voting against this amendment because it is a luxury. To some people, having hard surface streets and concrete sidewalks are luxuries. For a great many years, Portland had muddy earth roads for streets and wooden sidewalks. Possibly these were then luxuries. Most people, however, think that the luxury of good streets and sidewalks is really a necessity for a city such as Portland is.

But the erection of this building and the permanent continuation of the Oregon Historical Society is more than a matter of sentiment and a luxury. This is especially so now that we have the so-called American system in relation to legislation, and that we have woman suffrage. There is no question of ability upon not only the men and women of the present time, but those of the future, to be and become better citizens, and to act intelligently on all public matters in which they are called to take part. It is a duty to take part, even against the inclination not to do so.

No nation, no people, can amount to much who does not have a history to be proud of and take a pride in. When we consider the history of Oregon in the past, not taking into account the discovery of the Columbia River by Captain Gray in 1792, the Lewis and Clark Expedition in 1805 and the founding of Astoria in 1811, but taking into account the fact that from the conclusion of the war of 1812 to June 15, 1848, the whole Oregon country was in dispute between the United States and Great Britain, and that from October 26, 1818, to June 15, 1846, there was joint occupancy of the whole Oregon country, and that the laws of neither

country were in force, and what occurred during that period, it is not only of great historical interest, but should greatly influence the people of Oregon for all time to come.

**Accurate Knowledge Vital.**  
I call attention to the provisional government of Oregon which existed from 1842 to March, 1849, when Oregon became a territory, and that Congress from 1846 to the passage of the act making Oregon a territory in 1848, recognized and continued in force the laws of the provisional government, excepting those in conflict with the Constitution of the United States, and as to the disposition of land. After the treaty of 1846, for a period of nearly three years, although part of the Oregon country was established as a part of the United States, this provisional government, although having no sovereignty, was in force, and the people of what was then the Oregon country governed themselves under their own institutions.

I also call attention to the fact that the settlement of the dispute over the Oregon country was largely due to the first four important immigrations of 1843, and including 1846. These resolute men, and women strong of soul, not only saved, but began the building up of what is the Oregon of today. It is vastly important that the boys and girls shall have a complete and accurate knowledge of the formation of Oregon, and of its early history, and thus gain an inspiration which will result in their being better men and women and better citizens.

It is not only the history of the past that is important. It is the expectation that the Oregon Historical Society will continue as long as the State of Oregon does, if it has popular support.

**Permanent Records Built Up.**  
It has been continually, and is now,

collecting files of papers from all over the State of Oregon which will be a part of its permanent records. It is ascertaining and determining accurately matters which are now occurring. The events of today are history tomorrow.

It is as important from an educational standpoint that the Oregon Historical Society shall continue as it is that many important branches of the Portland high schools should continue. It is more important than some of the subjects which are now taught in these schools.

Let every true Oregon man and woman, not only the native-born but those who have made Oregon their home and intend to remain here, vote "yes" opposite No. 118 on the ballot.

**FREDERICK V. HOLMAN,**  
President Oregon Historical Society.

**JEWELERS TO MEET HERE**  
Oregon Association's Convention Begins Next Thursday.

The Oregon Retail Jewelers' Association will begin its sixth annual convention in Portland, Thursday, at the Commercial Club and will close their session on the afternoon of the following day.

Routine business and annual reports of the officers will consume the greater portion of the time on the first day. The annual banquet will be held Thursday night at the Commercial Club. J. E. Staples will be toastmaster and speakers will be J. L. Shapford, F. M. French and E. J. Jaeger. Friday morning a trip will be taken about the city in autos and the business will be closed at an afternoon session.

Members of the committee on arrangement are: W. F. Dielschneider, of McMinnville; William Anderson, of Oregon City; and F. A. Heitkeper, of Friedland; and I. E. Staples, of Portland. J. P. Jaeger, of Portland, is president of the organization and W. F. Dielschneider, of McMinnville, secretary.

**Late Richard Wilson Buried.**  
Richard Wilson, a prominent Portland business man, who died in a streetcar while en route to his home last Wednesday afternoon, was buried in Mount Calvary Cemetery yesterday morning. Funeral services were conducted by Archbishop Christie, who was assisted by other clergymen. The active pallbearers were: Fred DeNeffe, E. B. Duffy, Samuel Lockwood, W. B. Mackay, R. S. Howard, John T. Daly, Walter Daly and F. J. Loneragan. The honorary pallbearers were: J. F. McCarty, James Monaghan, John F. O'Shea, D. M. Dunne, Donald Mackay, J. E. Cronin, M. Moffet, H. L. Day, W. R. Leonard and J. P. O'Brien. Father McDevitt preached the

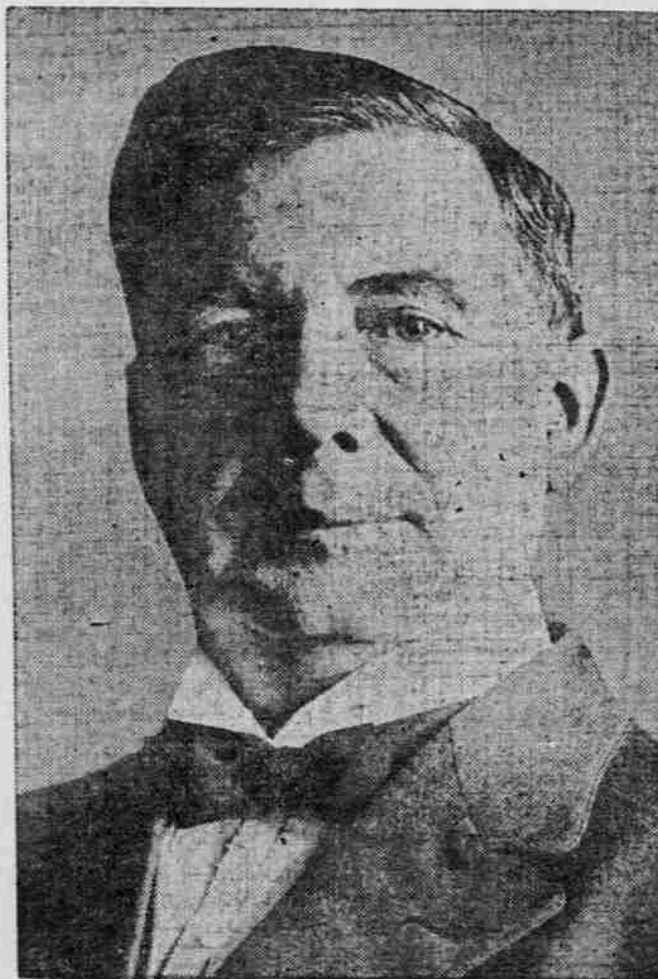
sermon and gave a eulogistic address on the life of Mr. Wilson.

**Morality Play to Be Read.**  
Mrs. Nina Larowe, a well-known Portland entertainer, will read "Every Woman" at the men's meeting in the auditorium of the Young Men's Christian Association at 3 P. M. today. "Every Woman" is a modern morality play, in many ways like the morality plays of the 14th century. Its production several years ago attracted much

attention. Mrs. Larowe will read the drama in two parts, and there will be special music during the intermission.

**Traffic Manager Returns.**  
R. B. Miller, traffic manager of the O.-W. R. & N. Co., returned yesterday from Grays Harbor, where he witnessed the inauguration of motorcar traffic between Aberdeen, Hoquiam and Montesano. He reports the new service a success and predicts heavy traffic for it in the future.

## Isn't It Time To Oust Politicians? Elect Business Men



**C. L. McKenna**  
NEVER RAN FOR OFFICE BEFORE

Would you defeat your own good intentions? You wanted to take the city government out of politics. You adopted the commission form for that purpose. Immediately the politicians came to the front, seeking the fruits of your victory. That \$20,000 emergency fund which they do not have to account for will be a tremendous help in building up a machine greater than was ever heard of in the old days of machine politics. There is but one candidate who is not a politician and does not want to be. That one man is C. L. McKenna, efficient, purposeful, constructive, resourceful. Keep the new government out of the hands of the politicians or you will regret it. Up with the business man, down with the politician. Make McKenna, (the nonpolitical candidate) the next Mayor. Beat the paying trust and the special interests.

(Signed) **M'KENNA CLUB, I. E. Staples, President.**  
(Paid Advertisement.)

## C. R. DeBURGH



**55 Vote 55**  
Reduction of Taxes for Increase of Factories  
**Commissioner**

Thirty-five years' business residence in Portland, at present manager of the Portland Real Estate Co. If elected I will work for the reduction of taxes, consistent with the development, health and prosperity of the people of Portland. What Portland needs and must have is manufactories—shoes, glass and cement, canneries, rolling mills, etc., which will increase the pay rolls of the city, and I will work that they be given free sites for 99 years, more or less, and exempted from taxes for a similar time. Ladies and gentlemen, you all have 12 choices for Commission. All I ask is one from each voter.

(Paid Advertisement.)

## M. O. COLLINS

### FOR COMMISSIONER

#### No. 27 on Ballot

M. O. Collins, candidate for Commissioner, is a native of Portland, 42 years old. He is a civil engineer, an attorney-at-law, and is president of The Hawthorne Estate. While his own interests are with the taxpayers, and he is of a conservative temperament, he is at the same time broad and progressive in his views; of thoroughly democratic sympathies; belongs to no partisan faction, and is a man of good business and personal habits. He has been an officer and active member of the United Improvement Clubs' Association, materially assisting civic betterment movements and counseling progressive policies. He was a leader in the campaign conducted by these clubs for the new East Side terminals and the public docks. He was one of the committee of five initiating the "Ziegler Amendment," enacted in 1911, which put a stop to the vacation of streets on the waterfront. He was one of the backers of the referendum on the Oregon and Adams street vacation, and defended the referendum in the courts when an injunction was issued against its appearance on the ballot. That vacation figured in a bill of 18 parcels of right-of-way for which the O.-W. R. & N. demanded pay from the S. P. & S. for entrance upon, under the common user privilege; but has now been omitted from the appraisal, probably due to the publicity raised by this suit.

Some years ago, when public opinion demanded a reorganization of the Port Commission, Governor West appointed Mr. Collins as one of the new board, but a suit in court resulted in the denial of the Governor's right to reorganize the commission or to interfere with its reorganizing itself. The result is the pursuance of the policy of diverting the foreshore by fills from the public to private title, and thus compelling the Dock Commission to repurchase what it must have for dock sites.

Supporters of Mr. Collins need never fear that he will win a reputation for "constructive ability" by sacrificing the public interests to wealthy private interests. He is able, willing, and desirous to establish a true public policy.

(Paid Advertisement.)