JITNEYS LIKELY TO QUIT NOVEMBER 15

Franchise Won't Be Drawn Until Some Evidence of Acceptance Is Noted.

REQUIRED RUNS OUTLINED

Object Sought Is to Provide Better Service and Avoid as Far as Possible Direct Competition With Streetcar Company.

It is up to the jitneys to decide whether they will continue operating in Portland after November 15. They will be offered a franchise for acceptance or rejection. This franchise will abolish indiscriminate service and the present cut-throat tactics against the streetcars and will impose service and taxation burdens against the jitney comparable with those imposed on the streetcars.

City Commissioner Dieck, to whom has been delegated the task of preparing the franchise in accordance with the views of the Council majority to the effect that streetcars and jitneys should be on an equal footing, announced yesterday that he will prepare first a set of proposed routes extending into territory now served and including the suburban districts as well as the close-in districts. He will then call in all jitney interests and ascertain if there are any takers. If there are none, he will report back to the Council that the jitneys have refused the routes and there is, therefore, no use going ahead and completing an extensive franchise.

Rejection Is Expected.

The jitneys have announced that they cannot stand any regulation and cannot exist if they are forced to operate outside of the close-in territory. Therefore, it seems certain in advance that the franchise proposal of the Council will be rejected. With the Council majority standing in favor of imposing burdens on the jitney comparable with those enforced against streetcars, the prospects are that Portland will have no jitneys after November 15.

Commissioner Dieck says he will recommend handling the jitney service to Linnton in a separate franchise, owing to the fact that this line is virtually interurban. In the city, Mr. Dieck has a list of proposed jitney routes, which probably will be those offered to the jitneys. The list is as follows:

Division-street line—From Third and Alder streets across Hawthorne bridge to East Water, East Clay, East Twelfth, Mulberry, Harrison, Ladd avenue, Division to Sixtieth end return; approximate round trip eight miles.

Lents line—Same as Division-street line to Twenty-first and Division, thence to Powell Valley road to East Fifty-third street, to Foster road to Lents and return; approximate length 12 miles.

East Stark-street line—From Third and Alder streets across Morrison bridge to Grand avenue, to Stark street to Montavilla and return; 10 miles.

East Thirty-ninth street—Crosstown from Division street to Sandy boulevard and return; five miles.

Fulton Park line—From Third and Alder streets to Columbia street, to Water, Hood, Grover, Macadam, to Virginia street and return; seven miles.

Holgate-street line—From Third and Alder streets across Hawthorne bridge to East Water street, Clay, Eleventh, Powell Valley road, Sixteenth street, Holgate to Forty-second and return; eight miles.

Irvington line—From Third and Alder streets across Burnside bridge to East Twelfth street, Holladay avenue, Thirteenth street, Knott to Thirty-third and return, or, as a variation, Thirteenth to Tillamook to Thirty-sixth to Hancock to Fifty-third and return; nine miles.

Alameda Park line—From Third and Alder streets across Broadway bridge to Vancouver avenue to Fremont street to Forty-second and return; nine miles.

General Views Announced.

As an outline of his ideas Commissioner Dieck has issued the following statement:

In former times when grants of franchises were made only after bitter contests, and when service under any franchise was of doubtful character, even though threats to cancel the grant were made, the public naturally reached the conclusion that improvements in service and adjustments of rates might be procured only through encouragement of direct competition. As a result of such contests between the public and the holders of franchises, and of the feeling, growing among the people, of their utter inability to cure the evils of uncontrolled franchise operation, any application for a public grant which seemed to promise relief was viewed with favor, and franchises were granted based upon the belief that competition was a sure and positive cure for every defect in service to the public. Thus became fixed in the public mind the notion that competition was essential to good service and, regardless of any duplication of plant, with its ultimate economic loss, if the volume of business in sight for both utilities could not justify additional outlays, the public proceeded further to fix its ideas by demanding of its governing bodies the approval of franchises of a competitive character.

In the usual experience, neither better service resulted nor material reduction in rates, and the evils were not lessened. Then followed the creation of the public utilities commissions with adequate powers for control as to the establishment of rates and the maintenance of service, and a new conception of public utilities began to develop. Within the past few years the change in the public attitude toward public utilities has been marked, and when it became known that adequate powers of control rested in the newly formed agencies, it began to be realized that competition should have really small part in the grant of franchises or in the search for improved service. In some of the more progressive states the idea of competition has entirely disappeared from the franchise field. There a franchise is a controlled monopoly to be undisturbed in its operations, to be protected against aggression, but to be held strictly to its obligations, to be prevented from imposition of unreasonable charges for service and to be held to reasonable service.

Three Tests Proposed.

In my belief there are three tests to which every proposed franchise grant should be subjected and should fairly meet, namely:

1. Necessity—By which is meant the demonstrable need for the proposed service to the public, which is incapable of correction through adjustments in the operation of all similar utilities in the field. This test of necessity, is essentially a ruling condition, and if any proposed franchise fail to satisfy the test in essential particulars, a grant should summarily be denied;

2. Adequacy—This has to do with the sufficiency of the proposed public service, not alone as to its continuity under certain fixed rules, but also as to its ability to expand and to meet the public necessities in the particular field of operation covered in the grant.

3. Responsibility—This is the obligation of the grantee to fulfill his contract and should be evidenced by a bond or other substantial undertaking, to prevent sudden withdrawal from service and the former vicious trafficking in franchises.

After these tests have been applied and successfully passed there remains the imposition of a fair charge upon the grantee for the benefit of the grantor. It may at present be held somewhat radical to advance the idea that utilities should escape from municipal assessments in the way of taxes, both franchise and property, but as long as utility commissions fix rates the collection of such taxes operates as an indirect tax on the public and to such extent does not permit or extensions to unserved localities, or improved service within the limits of the zone of operation. Of course there will be much discussion as to what is an adequate compensation, but the tests above mentioned should really be the governing factors in any grant.

Requested Franchise Criticised.

In the case before the special committee of the Council there has been submitted a draft of ordinance, the same being an application for a transportation franchise to operate motor buses along 14 specified lines.

A close study of the proposal reveals that the offer of additional convenience in transportation is of small moment, that a rather limited service is promised, that there is no assurance of responsible and continuing operation, and that the compensation offered is insignificant in amount.

On all but three or four lines it is clear that there is intent to divide the existing business with the established transportation company; in other words, an intent to draw from that company what, in my opinion, is its just due under any fair reading of its franchise, and with high regard for the solemn contract of the city expressed in the blanket franchise. It cannot be shown that the lines upon which the motor buses are proposed to be operated are not now being served in an adequate manner or that the equipment is insufficient in any material degree. If the grant were made as proposed, the only possible effect would be a ruinous division of the business in the zone of profit, and the abandonment of the unprofitable business on the suburban lines to the existing company. It could not otherwise result from such division of gross returns than that the long haul service would be seriously curtailed and that the property values in the outlying sections of the city would suddenly shrink, following reduction in transportation facilities. Under a grant in the direction proposed a preferential competition would be established and the existing company would, of necessity, be forced to cease operation of its unprofitable lines or get an upward revision of its rates on the long-haul lines. The burden in this latter case would fall upon persons least able to bear it, and would tend to draw population toward the central zone.

New Lines Proposed.

There are, without doubt, sections of the city where transportation facilities are completely lacking, and only to these sections should additional transportation lines be run. I presented to the committee a memorandum, copy attached, setting forth in a general way my ideas as to the location of such lines, but the basic differences in opinion between the several members of the committee as to the conception of franchises generally, precluded any serious discussion of the proposals. It is quite probable that the suggested lines may be varied in many details, perhaps some of the proposed lines might reasonably be entirely rejected as infeasible or as unreasonable demands upon a new company, but it is true, I think, that all lines proposed will bear the supreme test of necessity.

ARMENIAN SCHOOLGIRL WHO WROTE GRAPHIC APPEAL FOR HER PEOPLE.

Anna Karagozian.

Anna Karagozian, a bright student of Franklin High School, claimed the attention of her teachers and fellow students last week by writing an eloquent plea for the Armenian people. Miss Karagozian was born in Armenia. With her family she came to this country in 1908. She wrote of the massacres and persecution of her people as she and her relatives remembered the incidents. The Karagozian family now resides at 6429 Toon street. Anna formerly attended Woodmere School and now is a freshman in Franklin.

AUTOS COLLIDE; TWO HURT

Mr. and Mrs. George Kerr, of Newberg, Are in Hospital.

NEWBERG, Or., Oct. 21.—(Special.)—As George S. Kerr and his wife were on the way to Portland to witness the football game between Nebraska and Oregon Agricultural College today, their car and one driven by Robert Rock, of Overton, collided about two miles west of Dundee, and both were injured. Five college students in the car were not hurt. Mr. Kerr says he was on the right side of the road. Mr. and Mrs. Kerr were brought to Newberg and taken to Mrs. Parker's hospital.

Mr. Rock was bruised. He says the accident was caused by his meeting two cars that came upon him suddenly and were evidently racing. He undertook to pass between them. There was a cloud of dust, and the first thing he knew he collided with a car going the same way as the two racing cars. He insists that this car was in the middle of the road.

Road Short 2182 Cars.

SALEM, Or., Oct. 21.—(Special.)—The car shortage on the Portland division of the Southern Pacific mounted to a new record again today when the company reported to the Oregon Public Service Commission that it lacked 2182 cars of being able to fill its orders. The company had orders on file for 2490 freight cars and but 308 cars available.

French Artist Dead.

PARIS, Oct. 21.—Raphael Collin, artist, is dead. He was 6 years old, an officer of the Legion of Honor and a member of the Academy des Beaux Arts.

SALARIES COUNTY'S HEAVIEST EXPENSE

Saving in Total Outlay for First Nine Months of Year Is Shown.

SURPLUS AT END UNLIKELY

Expenditures Will Increase During Last Quarter—Deficit Shown in Monthly Road Fund, but Will Be Made Up in Winter.

Salaries eat up 44.6 per cent of the cost of conducting the business of Multnomah County, according to the summary of expenditures for the first nine months of 1916 completed by County Auditor S. B. Martin yesterday. Salaries and day labor consume 50 per cent of the road fund budget.

Cost of jurors and witnesses in court procedure, elections, widows' pensions, bond interest, indigent soldiers and livestock indemnity, all of which are expenses fixed by statute, form the next heavy item in county expenditure, or 22.5 per cent of the total. Stationery, supplies and material are next with a percentage of 14.2.

Material Is 30 Per Cent.

Supplies and material are 30 per cent of the road budget, and contracts, 20 per cent.

Of the 1916 general fund budget of $1,104,576.80, there was $753,348.33 paid out in the first nine months of the year, an average expenditure of $83,-105.37 a month. The average allowance per month of the budget was $92,048.06, so that the saving is $8,-942.69 for an average month. County Auditor Martin said yesterday, however, that the savings would be consumed largely before the end of the year by expenses not yet reached, and that the surplus would be small, if there is any.

Deficit to Be Made Up.

The road fund budget allowed a monthly expenditure of $52,585.76, while the average monthly payments have totaled $53,097. The deficiency will be made up during the remaining months, as the road work is nearing completion.

County Auditor Martin's summarized statement, compiled from the detailed statements issued the heads of county departments to aid them in examining the 1917 budget, follows:

1916 budget	$1,167,076.80
1916 interest on Bridge bonds paid by state	62,500.00
Total	$1,104,576.80
Average budget allowance per month, 1916	$ 92,048.06
Nine (9) months' expenditures—	
Salaries, .446%	$ 336,147.02
Extra labor, .033%	25,369.58
Stationery, supplies and material, .142%	107,357.80
*Fixed by statute, .225%	169,534.21
†Rent, .053%	40,316.97
Charity, .035%	26,648.82
Fuel oil, .022%	16,875.65
Transportation	5,500.00
Insurance	2,543.22
Bond premium	1,183.41
Autos and supplies	2,421.41
Advertising, .041%	8,106.04
Light and power	6,772.77
Water	2,454.55
Telegrams and telephones	3,036.89
Total	$ 753,348.33
Average expenditures per month	$ 83,705.37
Average savings per month	$ 8,342.69

1916 Road Fund Budget, Multnomah County.

1916 budget	$ 631,029.10
Average budget allowance per month, 1916	$ 52,585.76
Nine (9) months' expenditures—	
Salaries	$ 46,522.76
Labor, .50%	188,358.99
Supplies and material, .30%	144,017.67
Contracts, .20%	98,975.26
Total	$ 477,874.68
Average expenditures per month	$ 50,097.00

S. B. MARTIN,
County Auditor.

*Fixed by statute.
†Rent.

WHISKY, EVIDENCE STOLEN

Liquor Put in Marshfield Jail for Safe Keeping Vanishes.

MARSHFIELD, Or., Oct. 21.—(Special.)—Reaching through strap-iron lattice work of the Marshfield city jail door, some person last night stole four bottles of whisky from the cell where District Attorney L. A. Liljeqvist had the liquor which he was holding as evidence.

The whisky stolen was that obtained from the Heath automobile the previous night. Whoever extracted the whisky did a most dexterous job, since there is somebody in the jail corridor and fire-hall all night. Nobody fell asleep, so far as known, and the theft is looked upon as a very clever one.

Clatsop Allotted Four Prisoners.

ASTORIA, Or., Oct. 21.—(Special.)—County Commissioner Frye has returned from Salem bringing four prisoners from the State Penitentiary to work at the county's rock crushing plant at Tongue Point. There are now about 20 men from the Penitentiary employed at Tongue Point, but several of them are to be released on parole in a short time.

MEMBERS OF PIONEER FAMILY, ALL OF WHOM ARE TEACHING OR HAVE TAUGHT SOCIETY FOLK TO DANCE.

Mrs. Harold Grady — Mrs. Harriet Foreman — Mrs. F. E. Harlow

Portland society folk who were the beaux and belles of 20 years ago were among those who attended the formal opening of the dancing academy of Mrs. Frederick E. Harlow and Mrs. Harold Grady, at 87 Sixteenth street North, recently. The event had a particular interest in that Mrs. Harriet Foreman, the mother of Mrs. Harlow and grandmother of Mrs. Grady, had for many years been the instructor of dancing to the elite of Portland, and many who attended had taken their waltz and two-step lessons from her.

The new academy has a reception hall, 26 by 36 feet, a tearoom, dressing-rooms and a ballroom in white and gold, 44 by 50 feet. It is homelike and attractive and already has been spoken for for a number of subscription dances that will make the place a center of social interest.

Mrs. Harriet Foreman had a hall at North Twenty-third and Kearney streets. She taught dancing in Portland from about 1882 to 1904, and is now teaching at Stanford. Many of her old-time friends wil be among those who will be invited to greet the third generation represented by Mrs. Grady, who will take her place as a teacher there. She was formerly on the Pantages circuit, where she made a success throughout the country, doing fancy dances with her husband, Harold Grady.

GAMBLERS PAY DEARLY

CITY ENRICHED $235 BY PENALTIES IMPOSED ON 38.

Greek Coffee-House Yields 30 to Lieutenant Harms and Eight Taken in Lottery Raid.

Gamblers who appeared before the Municipal Court yesterday have reason to complain of their luck, for the total of fines assessed by Judge Langguth on the charges of gambling and visiting gambling-houses reached the total of $235.

Fortune frowned darkest on Gregor Vassaliff, proprietor of a Greek coffee-house at 271 Burnside street, who was arrested, with 29 of his patrons, in a raid conducted by Police Lieutenant Harms the previous night.

Vassaliff paid a fine of $30, while Gus Nikites, Harry Ammett and John Docus, convicted of gambling with dice, were fined $15 each. Visitors and patrons of the coffee-house, who were present while the game was on, were fined $5 for visiting. There were 26 who paid this penalty.

The luck of Ah George and seven Chinese friends received a similar setback, when Judge Langguth imposed fines of $5 each for participation in a lottery game at 87½ Second street. They were arrested by Patrolmen Miller and Wellbrook, who stumbled upon the lottery game while seeking evidence of opium sales.

KELSO'S TAXES ARE LOWER

State School Heaviest Levy in Cowlitz County.

KELSO, Wash., Oct. 21.—(Special.)—The total levy for the city of Kelso for the year 1916 has been cut three-quarters of a mill from last year. The combined county and state levy in Cowlitz County is 25 mills and the Kelso city levy is 14 mills, while school district No. 36—the Kelso district—has a levy of 15 mills, which is a decrease of 2 mills from 1915. The city levy is increased 1 mill and the combined county and state levy a quarter of a mill. The state levy for Cowlitz County is 10.08 mills, which will raise approximately $99,000 for the various state funds.

The biggest sum levied for state purposes is for the state school fund, to which Cowlitz contributes $27,260.

REED AWARDS LETTERS

21 Men and 28 Women Receive Numerals for Work in Athletics.

Letters and numerals were awarded last week by the Reed College athletic council to the students who had shown exceptional prowess in intermural sports. Letters were awarded to all those who had been on two all-star teams during one year or on one all-star team for three successive years. Numerals were given to all who had played on two class teams during the year.

These rules applied to the co-eds of the institution as well as the men. Those who received letters were Horace Miller, John Dambach, Milton Bozorth, August Willman, George Buland, Sigurd Grondahl, Ambrose Brownell, Emma Wills, Minerva Thiessen, Josephine Saunders, Jennie Bangsund, Harriet Forrest, Wilmoth Osborne, Victoria Case. Twenty-one men and 28 women received numerals.

40 Cars of Prunes Shipped.

COVE, Or., Oct. 21.—(Special.)—Prune packing is over and 40 carloads have been shipped to date. Growers and shippers of the Cove October prune express themselves well satisfied with quality and quantity of fruit, weather conditions, labor, prices and time made. Small growers were paid $35 to $40 a ton.