

PORTLAND ...FLATS...

Apartment Houses are very popular in Portland; new ones are being erected and others remodeled.

HAS YOUR APARTMENT HOUSE ANY SPECIAL ADVANTAGES?

If so, why not advertise the fact? The rate is exceedingly low.

It's a Word With no charge for Name or Address.

The Journal

IS A GOOD MEDIUM

THE OREGON DAILY JOURNAL

FREE! FREE! FREE!

"SITUATION WANTED"

ADVERTISEMENTS

INSERTED IN

THE JOURNAL

TWO TIMES FREE

PHONE OR WRITE

SITUATIONS WANTED-FEMALE

DISCREET young woman would like to take care furnished rooms. Box 1, care Journal.

BY EXPERIENCED young woman, position as waitress in bakery or confectionery store. Address Box 1, care Journal.

HELP WANTED-FEMALE

WANTED-40 women, since old, Keeler's return they have been working at women daily in the ladies department. They can treat 40 more. Call or write for home system. Buckle to 2-cent station. Address St. Louis Medical and Surgical Dispensary, cor. Second and Yamhill sts., Portland, Ore.

HELP WANTED-MALE

WANTED-For Nevada, Washington and Oregon, wages \$2.50; free fare; also other work. C. H. Hansen & Co., 20 North Second st.

LODGING-HOUSES

THE COLUMBIA-4th and Morrison, furnished housekeeping suites, single and double rooms, \$3 per week and up.

THE LOCKWOOD, 3514 Morrison st.-Furnished rooms; transient. Phone Oregon 4-84.

THE CASTLE-378 Wash. st.-rooms for gentlemen; transient. Tel. South 791.

FOR SALE

FOR SALE-A fine piano, nearly new, high grade; will sell cheap, as I need money to engage in business; cash talks. 504 Commercial st.

FOR SALE-Angus goats (billies, nannies and wethers); also, thoroughbred sheep (rams and ewes). Edward L. Taylor, Forest Grove, Or.

ATTORNEYS

PAXTON, BEACH & SIMON, 510 Chamber of Commerce.

WM. REID, ATTORNEY-AT-LAW, room 4, Alameda bldg., Third and Oak.

Geo. J. Cameron, ATTORNEY-AT-LAW, 710 Chamber of Commerce, Portland, Or.

N. MOSESSEIN, 722 Chamber of Commerce.

ADVERTISING SPECIALTIES

EMPIRE SPECIALTY CO., advertising specialties and signs. 208 Stark st.

BANDS, MANOILS AND GUITAR

INSTRUCTION class for advanced pupils; instruments for sale. Hal. Weber, studio 725 Marquam bldg.

BARGAIN AND LIGHTING

OREGON BOUND LUMBER CO., 161 Burnside st. Phone South 1711.

BUILDING MATERIALS

THE J. MCKENNA CO., wholesale dealer in building materials. 231-235 Pine st.

CAVES

YATES' PLANK, 235 Washington st. Phone 3-231. Mel Yates, Prop., Portland, Or.

CONTRACTORS AND BUILDERS

L. W. CLAYTON, contractor, grades and excavating. 235 S. 5th st. Phone Union 2241.

CARD ENGRAVERS

WEDDING AND VISITING CARDS engraved. W. O. Smith & Co., Third floor, Washington bldg.

CORNICI-SKYLIGHTS

METAL SKYLIGHTS, galvanized iron outside. J. C. Beyer, 285 Second st.

CARPENTERS AND BUILDERS

JOHN A. MELTON, carpenter and builder, 307 Stark st.; office and store fixtures built and remodelled, altering and repair houses. Phone Main 747.

U. B. BLANKNEY, carpenter and builder; estimates given. 555 S. Stark. Phone Union 797.

CERIAL MILKS

AUM MILK CO., Manufacturers' association. Acme Mills, 20 and 22 N. Front st.

P. JOHNSON & CO., manufacturers' Pacific Hotel, 132-134 Front st.

COAL AND WOOD

JOHNSON FUEL CO., dealers in all kinds of coal and wood. 344 Morrison st.

VULCAN COAL CO., WHOLESALE DEALERS in best coals, foundry and smelter coals.

CHIROPODISTS AND MANICURING

L. MITCHELL, Chiroprapist, Knight's shoe store, 244 Wash. st. Phone Home 728.

CIGARS AND TOBACCO

SHARP-GUNTER CIGAR CO., Distributors of FINE CIGARS.

SMOKE CO. OWN MIXTURE-Can't be beat. Big Shot Co., 92 Third st.

DALLAS AND SALEM STAGE

LEAVES DALLAS 7 a. m. and Salem at 1 p. m. daily, except Sunday; best of accommodations.

DENTISTS

THEODORE S. THOMPSON, 20-21 Washington bldg., Washington and Fourth sts. Phone Home 414.

DEVELOPING AND FINISHING

WE FRAME PICTURES-Pacific Picture Frame, 351 Morrison st.

DRUGGISTS

FRANK J. STEINBO, drugs, toilet articles, perfumes. 453 Washington st.

ELECTRIC WORKS

PORTLAND ELECTRICAL WORKS-Office 263 Stark st.

Western Electric Works, 303 1-4 Wash. st.

FRATERNAL INSURANCE

ORDER OF WASHINGTON-Foremost fraternal society of Northwest; protects the living. J. L. Mitchell, supreme secretary, 612 and 615 Marquam Building, Portland, Or. Telephone Main 612.

WANTED POLICE

East Side Beats Too Large for Police to Patrol.

Several of the East Side push clubs are considering the matter of asking the city authorities to assign more policemen to that section of the city. The clubs are not considering the matter because there is any doubt that more guardians of the law are wanted, but they will try to figure the exact number needed to give the East Side of the river some of the police protection.

The department now has four men assigned to the entire eastern section of the city and in consequence the beats are so large that the officers cannot cover their entire territory in less than a week of steady work.

HAVE LARGE BEATS.
One of the officers is compelled to look after all that territory south of East Morrison street and east of the river. Number two is assigned to that section lying between East Morrison and East Broadway streets, the river on the west and the city limits on the east. Another lone officer patrols (sometimes) that section between East Hoyt and Russell streets, the river and about four miles east to the city limits. The last of the trio tried to cover the peninsula along the Peninsula from Russell street north. Some of the parts of his territory he visits at least once a month. Other sections are favored by seeing a police officer about once every other week.

REAL ESTATE.

FOR SALE-FARMS.
Improve farms for sale in all parts of Oregon and Washington; payments made to suit purchasers. For full particulars as to various properties, apply to Wm. McManis, 311 Worcester bldg.

WESTERN INVESTMENT CO., 2014 Morrison st., room 4. Rooming house, business chance and suburban property farms and timber land. See our list before buying.

IF YOU WANT A HOUSE BUILT IN ANY part of the city on any terms, call on Whaley, Benson bldg., Fifth and Morrison; open, evenings 7:30 to 9:30.

MAXWELL & KNAPP.
Room 2, Chamber of Commerce Building.

ROOF REPAIRING AND REPAIRS.
ROOF REPAIRING; best roof put on cedar, iron or tin. E. Gell, 709 E. 5th st., N. Phone Pink 1872.

ROPE.
PORTLAND CORDAGE CO., cor. 14th and Northrup sts., Portland, Or.

FORAGE AND TRANSFER.
C. O. PICK, cor. 83 First st., between Stark and Oak sts.; phone 508. Planes and furniture moved and packed for shipping; commodious storage bldg. warehouse. Front and Clay sts.

C. M. OLSON, 123 First st. Furniture and piano mover.

SLOT MACHINES.
TRANSCONTINENTAL MACHINE CO., slot machines. 243 Wash. Or. Phone 1301; Col. 5107.

SPECIAL DELIVERY.
POST SPECIAL DELIVERY, No. 208 1-2 Washington st. Phone, Ore. Main 902, Col. 231.

TYPEWRITERS.
THE SMITH-PREMIER TYPEWRITER, 122 1st Street, cor. 1st and 2nd Sts. L. M. Alexander & Co. agents.

TIMBER LANDS.
CHOICE HOMESTEADS and timber claims of yellow fir and Port Orford cedar, from 1000 to 6,000,000 to quarter section; also high grade timber, 2,500,000 to 6,000,000. 423 Alameda bldg.

TONTINE LOAN.
TONTINE LOAN & SECURITY CO., 30-31 Hamilton bldg. J. C. Eggleston, Secy.

WHOLESALE CROCKERY AND GLASSWARE.
FRAEL ROGEE & Co., 109 to 150 5th. cor. Stark.

WALL PAPER.
H. P. CHRISTENSEN, wall paper and painter. 141 Seventh st. cor. Alameda bldg.

BENNETT MILLER & CO., wall paper and decorators. 127 First st.

WHOLESALE HARDWARE.
J. E. HASELTINE & CO., iron, steel, coal and blacksmith's supplies. 45 S. Second st.

WHOLESALE GROCERS.
WADSWORTH & CO., wholesale grocers, manufacturers and commission merchants. 67 and 69 Front st.

ALLEN & LEWIS, wholesale grocers. Portland, Ore.

MASON, BIRMAN & CO., wholesale grocers. N. W. Corner Second and Pine.

LANG & CO., First and Ankeny streets.

WHOLESALE LEATHER GOODS.
W. H. McMONIES & CO., wholesale saddles, harness, leather goods. 51 Front st.

WHOLESALE WALL PAPER.
MORGAN WALL PAPER CO., 154-156 Second st., bet. Yamhill and Taylor, Portland, Or.

WHOLESALE DRY GOODS.
FLEISCHNER, MAYER & CO., Pioneer manufacturers of shirts and overalls. No. 29 Front and 27 First sts. Portland, Or.

WHERE TO DINE.
SATISFY your palate by a plate of Eastern food at the West Coast Hotel, corner Portland, 145 Seventh st., near Alder. We serve our regulars.

STROUBER RESTAURANT; first-class meals, best service. 229 Washington st.

TENDERS WANTED.
PORT OF PORTLAND will receive bids for the construction of one 20-inch centrifugal pump; plans and specifications for same may be obtained at the office, room 908 Worcester Block, on deposit of \$10; bids to be opened Saturday, January 3, at 2 p. m. Port of Portland reserves the right to reject any or all bids.

ROOSEVELT'S WOODCRAFT.
When President Roosevelt was on a turkey hunt in the neighborhood of Bull Run battlefield, he and Mr. Hayden, with a guide, left the turkey run and plunged into a stretch of woodland. After they had walked some miles Mr. Hayden said to the guide: "You've lost your way."

"Not a bit of it," was the reply. "Oh, yes, you have. The sun is in the southwest at this time of day and we should be going due east."

"I always follow a man who steers in the woods by the sun or stars. I'll follow your leadership, Mr. Hayden. He did so, and reached his destination in a bee-line to the guide's discomfiture.

THE MOST UNFAMOUS NATION.
There was an old Kanawha antique, Whose life was a smash and a shrike. And they say Carrie N. Is a fussy old hen Who ought to be duqued in the crique.

If our government guarantees the payment of European claims on Venezuela, as the result of arbitration, it will probably have to pay them. Then where will we get off?—San Jose Mercury.

ALL FRANCHISES ON EAST SIDE OF RIVER

An Argument That Involves Street Lines.

Should Valuable Franchises Be Allowed to Get Away From City?

To the Editor:—The blanket franchise of the City and Suburban Railway Company, which is reported to be brought before the Common Council of the city in a form which will be acceptable to the railway company, is rumored to be taken for a period of 20 years. The ground taken for this length of franchise is that the present franchise of the City and Suburban Railway Company is little over 10 years in length. We understand that the way this average is obtained is to take the length of each particular line in miles, multiplying it by the length of time which the franchise on that line has yet to run, and dividing the sum of these products by the total number of miles of the franchise on the face of it. This may seem like a fair proposition, but when the matter is looked into thoroughly it will be seen that a mile of track on one line by this method is considered of the same value as a mile of track on another line in all respects excepting the life of the franchise. This is clearly an unfair and mistaken idea to consider a mile of track away beyond the outskirts of the city on which cars are run at intervals of 15 to 20 minutes having sufficient value to offset a mile of track on the west side of the river on which streets are Third and Morrison, where cars may be run at intervals of from 1 to 3 minutes, and is absurd upon its face.

To consider that 10 years of the life of a franchise on the outskirts could be chopped off in order to offset an extension of 10 years in a similar length of franchise in the heart of the city is as absurd as to consider a trade between two pieces of real estate, based upon the fact that they are both the same size and both have a clear title, without taking into consideration the location of the property or the improvements thereon.

THE BLANKET FRANCHISE.

The argument that the blanket franchise granted a short time ago to the Portland Railway Company extended their lines, when figured on this same basis, can hardly be considered a valid one. The main line of this latter company, covered by the blanket franchise, was, as we are informed, extended only about four years by the blanket franchise as accepted. Other lines of the city and outside were some of them extended more than this time, but none of them were extended more than nine years.

In the 30-year period proposed for the City and Suburban Railway Company, their main lines on this side of the river, including Third, Morrison, Olsen, Eleventh and Saver streets, have only about 17 years to run, and would thus be extended a period of 13 years—a much greater period than the longest extension made to the Portland Railway Company on any of its inside or outside lines. For this long extension of main lines it is supposed to shorten the franchise rights on numerous outside lines—all of which are located on the east side of the river, and none of which will be shortened more than eight or nine years. These lines are situated at great distances apart and so located that other grants could be made at any time on parallel streets, and as far as the city is concerned these lines have little or no strategic importance.

Moreover, it is proposed that this longer period of 30 years shall extend also to the miles of streets not now occupied by tracks asked for under the present blanket franchise. This extension is manifestly against the principle of the new charter, and unfair to the company which has just accepted a blanket franchise, as the new lines asked for by them were granted only for a period of 25 years.

THE AVERAGE.

If there was any strength in the argument that franchises can be averaged up (which we do not admit) as is attempted to be done in this present case, it is apparent that such an average should not be applied to any new lines granted. The new charter, which was adopted by the charter commission and approved by a vote of the citizens, specifically limits any grant for street railway franchises to a period not exceeding 25 years. It is plainly the general opinion of the citizens of this city that this provision of the new charter should not be violated at this time within a few days of the legislature for adoption.

In addition to this matter of the franchise period, the matter of keeping the streets on each side of the river governing the approach to the bridges open for joint use with the other railway companies in the city was deemed advisable by the city authorities in the future, should be incorporated in this blanket franchise. Reference is made to the streets governing the approaches to both the Morrison-street bridge and the steel bridge. In the blanket franchise previously granted, these provisions were incorporated governing the approaches to the Burnside-street bridge.

It is to be noted that the new charter provides that the city shall have the right to use any another company's tracks, but that no portion of the city shall be cut off from competitive travel through the rights granted to one company on the streets which control the entrance to such district.

TREAT ALL ALIKE.

It goes almost without saying that in making a new arrangement with the railway companies in this city they should be treated as nearly as possible exactly alike, and that no favors should be shown to one or the other; that the same terms in regard to the building of bridges, the construction and maintenance of streets, and other burdens borne by the railway companies should be exactly alike.

Moreover, a blanket franchise if granted under any conditions, should cover all the lines operated or owned by the company within the present limits of the City of Portland, which are situated on streets laid out or dedicated to the public use, and that all private rights of way, wherever situated inside the city limits on such streets, should be

dedicated to the city for street purposes.

There is another matter which it would be to the advantage of the city to be well looked into at the present time, and that is the large number of streets on which railway tracks are laid over which no service is given. There are miles of such streets in this city at the present time. We doubt if there is another city in the country in which the practice of allowing railway tracks to be located in the streets for an indefinite time without any attempt being made to give a service, regular or irregular, would be tolerated. This is a matter which not only affects the proper owners on the streets, but also one which affects the well being of the city at large, and such unused tracks certainly do not speak well for our municipality to tourists and sight-seers who may visit here, and a stringent provision should be made to prevent the recurrence of such conditions, and it might even be made to omit such abandoned lines from blanket franchises granted to any company.

SURVEYS EAST OF CASCADES.

(Wallia Wallia Union)

Thirty-two townships of unsurveyed land lying in Yakima, Kittitas and other East Side counties of Washington are to be surveyed shortly, and either thrown open for settlement, or used for forest reserve purposes. This is the largest forest survey of Government lands to be undertaken of late years in Washington. It involves the immense total of 735,000 acres, and will mean a good deal for the development of Eastern Washington, where available homestead and timber claim land is now becoming scarce because of the heavy encroachments by immigration of the last few years.

LESS THAN THREE DAYS.

Time, Portland to Chicago, via O. R. & N., is Seventy Hours.

The special O. R. & N. "Chicago-Portland" special, leaving Portland every morning at 1 o'clock, makes the trip in Chicago in 70 hours. You can save a working day by this route. Inquire O. R. & N. ticket office, Third and Washington.

The Ministers' Union, at Hamilton, O., has put a ban upon Santa Claus, holding him to be a theatrical imposture, which their consciences will no longer permit them to give countenance. The jolly old fellow, with his good cheer and merry-making, is banished from their ministers' churches, as an exchange.

NEW TODAY.

Homes on Easy Payments

Do you want a home? Let us build it for you. Pay us what you can. We will carry the balance. Come and see our plans; they are most inexpensive.

CITY BUILDING CO.
619 Commercial Building.

BUYER'S DIRECTORY.

Just Like Finding It.

At least as our customers claim, that we are saving them from 10 to 25% or more, covered by their money in the market.

Call on our stock. Goods delivered free. Call on our stock. Goods delivered free. Call on our stock. Goods delivered free.

LOOK AT THIS!

A Magazine of the Border. Handsomely Illustrated. \$1.00 per year.

REVIEW OF REVIEWS

The Busy Man's Magazine. \$2.50 per year.

SUCCESS

America's Inspiring Monthly. \$1.00 per year.

ALL FOR THREE DOLLARS

TO ANY ADDRESS

Mail orders direct to

SUNSET MAGAZINE

Published by Passenger Department Southern Pacific Company

No. 4 MONTGOMERY STREET SAN FRANCISCO, CALIFORNIA

WE WANT AGENTS FOR SUNSET IN THIS COUNTRY. SPECIAL TERMS TO GOOD WORKERS

THE BEST OF EVERYTHING

ONLY 70 HOURS

PORTLAND TO CHICAGO

via the O. R. & N. Co., Oregon Short Line, Union Pacific and

THE NORTH WESTERN LINE

Two trains a day, with through Pullman drawing-room sleeping cars, free reclining chair cars and dining cars (a la carte).

THE CHICAGO AND PORTLAND SPECIAL

connects at Granger with the famous Overland Limited, the most luxurious train in the world, to Chicago from the Coast.

Be sure your tickets read over the Chicago & North Western.

A. G. BARKER, Gen'l. Agt. O. & N.W. Ry., 183 THIRD ST., PORTLAND, ORE.

EAST via SOUTH

Leave Union Depot. Arrive

8:30 p. m. Overland train, for Sacramento, Ogden, Salt Lake, Reno, El Paso, New Orleans and the West.

8:30 a. m. At Woodstock (except Sunday), morning train for Mt. Airy, Greensboro, Winston-Salem, Raleigh, Durham, Charlotte, and other points in North Carolina.

4:00 p. m. Connects at Woodstock with Mt. Airy and Salisbury.

7:30 a. m. Corvallis passenger. 7:50 p. m. Corvallis passenger.

1:40 p. m. Sheridan passenger. 11:20 a. m. Daily except Sunday.

Depot Foot of Jefferson Street. Leave Portland daily for Corvallis 7:30 a. m. 12:30, 2:05, 3:25, 5:20, 6:30, 8:30, 10:30, 11:30 a. m.; 4:00 p. m. Sunday only.

Arrive Portland from Corvallis daily 8:30 a. m.; 1:50, 3:00, 4:35, 5:15, 7:25, 11:30 p. m. Daily except Sunday, 6:25, 7:25, 8:30, 10:30, 11:45 a. m. Except Monday, 12:30 a. m. Sunday only, 10:00 a. m.

Arrive Portland from Corvallis and other intermediate points daily 8:30 a. m. 1:50, 3:00, 4:35, 5:15, 7:25, 11:30 p. m. Daily except Sunday, 6:25, 7:25, 8:30, 10:30, 11:45 a. m. Except Monday, 12:30 a. m. Sunday only, 10:00 a. m.

Arrive Portland from Corvallis and other intermediate points daily 8:30 a. m. 1:50, 3:00, 4:35, 5:15, 7:25, 11:30 p. m. Daily except Sunday, 6:25, 7:25, 8:30, 10:30, 11:45 a. m. Except Monday, 12:30 a. m. Sunday