

# NOT A CORPORATION IN PORTLAND HAS A PERPETUAL FRANCHISE

So-Called Ones and So-Called Exclusive Rights Are Revocable by Council.

MAY MEAN MILLIONS SAVED FOR THE CITY

It Is Now Apparent That Limited Franchises Are More Valuable Than Those Granted for an Indefinite Time.

Any corporation claiming an exclusive or perpetual franchise in Portland builds its claim on the sands.

Despite the general impression to the contrary, all of the railroad, telegraph and other franchises granted for indefinite periods are terminable at the will of the city council.

Not one of the standard railroads entering Portland ever paid a dollar for the privileges thus gained. There has not been absolutely steady progress toward the ideal in past years.

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franchise and to prohibit at will the running of locomotives.

Many Are Terminable.

That and similar franchises are terminable at the option of the council. It appears to learned lawyers who have inquired into the matter that action might wisely be taken to systematize the franchises and readjust the relations between the public service corporations and the city.

Limited More Valuable.

It is argued that a limited franchise, in which the corporation is assured of privileges for an absolutely certain period of time, is really more valuable than one terminable at the caprice of a city council, and that Portland would do well were it to thoroughly revise all these franchises and clear up all uncertainties.

Ordinances in Question.

The franchise ordinances that are under question as to duration of the privilege conferred are as follows:

Ordinance 183, framed in 1874 by the common council of East Portland, granted the Oregon & California Railroad company a franchise on First street, from the center of A street to the center of V street; no compensation was required from the company; the ordinance placed no limit on the life of the franchise, which is now owned by the Southern Pacific.

Ordinance 593, passed by the council of Portland in 1888, granted the Oregon & California Railroad company a franchise, no time limit being named, on Pacific street, from the south boundary of the city to the north side of G street, and as much farther north as Fourth street may be extended; no compensation was required; the council reserved the right to restrict or prohibit the running of locomotives at such time and such manner as they may deem necessary; alterations of grades or streets and improvements and repairs shall be made as required by the council; the Southern Pacific now owns the franchise.

Franchise on Mill Street.

Ordinance 2,869, passed by the council of Portland in 1881, grants the Oregonian Railway company, Limited, a franchise on Mill street, from block 103 to Front street, and on Front street to Madison street, and thence to block 71; no compensation was required. The council reserved the right to prohibit the running of locomotives at any time; the Southern Pacific now owns the franchise.

Ordinance 310, passed by the council of East Portland in 1881, granted the Oregon Railway & Navigation company a franchise in Sullivan's gulch and other east side streets; no compensation was required; the council reserved the right to regulate the manner in which the franchise should be used and to prohibit the running of locomotives at any time; no limit was placed on the life of the franchise.

O. R. & N. Franchises.

Ordinance 631, passed by the council of East Portland in 1887, granted the O. R. & N. Co. a franchise on Oregon, Pacific, Maple and Laurel streets; no compensation was required; no limit was placed on the life of the franchise.

Ordinance 5,162, passed by the council of Portland in 1887, granted the O. R. & N. Co. a franchise on the bridge approaches; no compensation was required; no limit was placed on the life of the franchise.

Ordinance 3,656, passed by the council of Portland in 1882, granted the Northern Pacific Terminal company a franchise on North Front street and on East and West Park streets, and "M," "N," "O" and "P" streets; no compensation was required; no limit was placed on the life of the franchise.

Ordinance 5,568, passed by the council of Portland in 1888, granted the Northern Pacific Terminal company a franchise in North Seventh, West and East Park, "M," "N," "O" and "P" streets; no compensation was required; the council reserved the right to regulate the manner in which the franchise should be used, and so prohibit the running of locomotives.

Ordinance 13,054, passed by the council of Portland in 1892, granted the Northern Pacific Terminal company a franchise on Front street, in Watson's addition; no compensation was required, and no limit was placed on the life of the franchise.

Ordinance 107, passed by the council of Albina in 1890, granted a franchise to the Albina Light & Water company, a franchise for poles and wires in Albina; no compensation was required, and no limit was placed on the life of the franchise. The Portland General Electric company now owns the franchise.

Portland General Owes Some.

Ordinance 591, passed by the council of East Portland in 1887, granted H. A. Hogue, C. P. Hogue and D. H. Jones a franchise for poles and wires in East Portland; no compensation was required and no limit was placed on the life of the franchise, which is now owned by the Portland General Electric company.

Ordinance 989, passed by the council of East Portland in 1891, granted George W. Brown a franchise for poles and wires in East Portland; no compensation was required and no limit was placed on the life of the franchise, which is now owned by the Portland General Electric company.

For Poles and Lights.

Ordinance 3,533, passed by the council of Portland in 1882, granted G. W. Weidner a franchise for poles and wires in Portland; no compensation was required and no limit was set to the life of the franchise, which is now owned by the Portland General Electric company.

Ordinance 4,332, passed by the council of Portland in 1886, granted P. F. Morey a franchise for poles and wires in Portland; no limit was placed on the life of the franchise; no compensation was required; the franchise now is owned by the Portland General Electric company.

Gas Company Affected.

Ordinance 4,191, passed by the council of East Portland in 1892, granted E. W. Leonard, J. E. Condit, C. B. Beltinger, J. M. Gearin and William Underhill a franchise for gas mains in East Portland; no compensation was required and no limit was placed on the life of the franchise, which is now owned by the Portland Gas company.

Ordinance 3,513, passed by the council of Portland in 1882, granted the Portland Hydraulic Elevator company a franchise in all streets of the city; no compensation was required and no limit was set to the life of the franchise.

Ordinance 4,995, passed by the council of Portland in 1887, granted the American District Telegraph company a franchise on all streets in the city; no compensation was required and no limit was placed on the life of the franchise.

Ordinance 8,418, passed by the council of Portland in 1893, granted the Western Union Telegraph company a franchise on all streets of the city; no compensation was required, and no limit was placed on the life of the franchise.

Ordinance 9,641, passed by the council of Portland in 1898, granted L. Zimmerman a franchise to operate a packing and meat business within the city limits; the ordinance exempts Zimmerman's business from the application of the ordinance prohibiting slaughterhouses in the city; no compensation was required, and no limit was set to the life of the franchise.

Mer Luck.

Adelle—There are just as good fish in the sea as ever were caught. Estelle—Yes, and it would be just my luck to land a lobster.

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These 33 Pianos are all of noble lineage and have performed a service to mankind which places their names in the Hall of Fame.

Every Piano in the list is worth its regular price. Think of a Packard Baby Grand, worth every penny of \$800, selling for \$480.

These instruments are better than new. They have been used just enough by good musicians to demonstrate their splendid tone and wearing qualities. These are second-hand Pianos, better than new, and with a notable history.

Letters and messages from out-of-town people will be given the most scrupulous attention. We shall constitute ourselves the guardians of the interests of those who do not live in Portland. If you write us or wire us to reserve a Piano for you, it will be done. You can buy just as safely as if you were here in Portland.

We give our word of honor—the word of honor of the oldest, largest and strongest Piano House in the Pacific Northwest—that every word we tell you about any instrument is true.

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# OWNERS OF ALGOA FEAR BAR

Constant Knocking on Part of Pilots Finally Has Expected Result.

## SHIP WILL LEAVE ONLY PARTLY LOADED

Will Take on Rest of Cargo at Seattle—Algoa is Ship That Carried Immense Cargo of Flour a Year Ago.

Strict orders have been issued by the owners of the British steamship Algoa that she must not be loaded down to a draft that will endanger her touching the bottom of the river when she leaves for the sea. This is said to be one of the direct results, which has long been expected, of the constant knocking of the bar pilots.

The Algoa reached the harbor this morning from San Francisco to load flour and grain for Japanese ports and Hongkong. It was the intention to load her down to a draft of about 25 1/2 feet, but on account of the stand taken by the owners, who insist that some one should have to be held responsible if she should happen to touch the top of a sandbar, it is probable that she will leave for the sea drawing no more than 24 feet. Those directly interested in shipping locally say there is no doubt that she could make the trip without striking on a draft of even 26 feet, but no one cares to assume the responsibility of the attempt.

Seven hundred tons of cotton and steel rails were brought from the Bay City on the steamer, consigned to a firm in Hongkong, and in addition to this shipment will probably take on board 9,000 tons at Portland. She is capable of handling almost 12,000 tons of cargo, and had it not been for the cry raised about the channel and the Columbia river bar by the pilots at Astoria, the big freighter would have fitted out here almost to her full capacity. She will now have to go to the sound to complete the cargo.

The Algoa was at Portland just two years ago, and was distinguished by taking out the largest flour cargo ever floated at any port in the world, comprising nearly 90,000 barrels of the product.

She will be given quick dispatch on her present trip. After receiving fuel at the Pacific coast bunkers this morning she moved over to Montgomery dock No. 2, where she began taking on her cargo this afternoon. She is officered by A. Lacott, captain; J. M. Perry, first officer; Allen Macaulay, second officer; O. P. Watson, third officer; Hugh Auld, chief engineer; T. W. Thompson, second assistant engineer; J. Young, third assistant engineer, and J. Bailey, fourth assistant engineer.

FOR BETTERMENT OF OUR PRISON SYSTEM (Journal Special Service.) Lincoln, Neb., Oct. 21.—Three important conventions opened their annual sessions here today, the National Prison Association of the United States, the National Prison Physicians' Association and the National Prison Chaplains' association. All three organizations practically belong together and have been organized for the purpose of improving and reforming the prison system in the United States in regard to their general administration and management, their hygienic conditions and their moral and religious side. Every state in the union and every territory is represented by delegates appointed by the respective state and territorial governments and the United States government. It is especially represented by the Rev. J. L. Milligan, who for years has represented the United States government at various national and international prison congresses in this country and Europe. The three conventions will continue until next Thursday.

MATCH-MAKING PATENTS ARE SOLD AT AUCTION (Journal Special Service.) Wilmington, Del., Oct. 21.—Under an order of the court of chancery Andrew E. Stinson, as receiver, will sell at the courthouse this afternoon the letters patent and the right, title and interest of the Ruby Match company in inventions of match-making machinery that were used in the Camden plant of the Ruby company. It controls five valuable patents used in the manufacture of matches and all of them will be sold. Representatives of several manufacturing concerns engaged in the manufacture of matches are in the city and spirited bidding is expected at the auction. The Ruby Match company was a Delaware corporation doing business in Camden.

REGULATOR AGROUND. Steamer Strikes Sandbar Near Onocota Gorge. While coming down the Columbia river from The Dalles yesterday with a cargo of wheat and about 100 passengers the steamer Regulator went aground on a sandbar near Onocota gorge and was still lying there at last reports. The Joseph Kellogg was sent up there yesterday afternoon and brought the passengers to Portland. It is thought that the Regulator can be pulled out into deep water today by the Bailey Gatzert, which has been ordered to make the attempt.

Verdict of Guilty in Fifth Trial. (Special Dispatch to The Journal.) Corvallis, Or., Oct. 21.—The fifth trial of the Corvallis clubmen closed here last night and resulted in a verdict of guilty, the jury being out only 10 minutes and taking but one ballot. Sentence will be passed Tuesday. Merwin McMains and Mike Cline are the parties in the case, Geer having left the country.

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