

OCTOPIUS IN COURT

Standard Oil Company Sued in Circuit Court.

TANK QUESTION NOT SETTLED

Many East Side Business Houses Join in Application for Order Prohibiting the Storing of Petroleum in Their District.

Suit to require the Standard Oil Company to remove the present oil tanks on the East side of the city...

The plaintiffs are Studebaker Brothers Company, Northwest Moline Balm Company, Marshall-Weils Hardware Company, Russell & Co. and 24 others...

The complaint sets forth that the Standard Oil Company's property is situated in a part of the city very valuable for business purposes...

Crude petroleum is said to be a highly inflammable, combustible, explosive substance liable to take fire and destroy all buildings and structures in that portion of the city...

The plaintiffs recite the various amounts they have invested in the places of business in the way of buildings and stock, and say they will suffer damages if the oil tanks are not made to go.

ON ACCOUNT OF HIS FAMILY.

Italian Who Shot at Street-Car Conductor Gets Light Sentence.

John Ardise, an Italian bootblack who fired two shots with a revolver at C. M. Robbins, a conductor on the Fifth-street car line, on the night of November 30, pleaded guilty in the State Circuit Court yesterday...

In passing sentence Judge George said: "You have entered a plea of guilty. The facts in the case as near as the court has ascertained are that you committed an assault with a dangerous weapon while under the influence of liquor..."

Ardise was represented by Henry E. McClain as attorney. The case was ready for trial and several jurors had been called to be examined when Ardise agreed to plead guilty if let off with a fine. District Attorney Manning agreed, after consulting with the injured party, Mr. Robbins.

Ardise raised a disturbance on the car at 11 o'clock at night and was put off at the corner of the police streets. He drew a revolver and fired two shots, neither of which luckily did any damage. Ardise has been at liberty on bonds.

METHODIST BISHOP IN COURT.

J. J. Walter Sues Railroad for Commission on Stock Sold.

J. J. Walter, ex-Methodist bishop of Alaska, yesterday filed suit against the Great Central Railroad, which he alleged to be due for services performed. A writ of attachment was issued and placed in the hands of the Sheriff for service.

Walter states in his complaint that in August 1902, he was engaged by the company to act as chief of its bureau of information, and as colonization agent. He was also to do whatever else might be required of him. He alleges that among other things he caused the company to pay to the amount of \$24,000, for which he is entitled to receive a commission of 10 per cent. He states that altogether he has been paid only \$175. The Great Central Railroad is what is known as the Salt Lake-Cool Bay scheme.

HIS BUSINESS WAS LOST.

W. H. Wilson's Hotel Was Attached for Former Owner's Debt.

The trial of the suit of W. H. Wilson against M. Gaglietto, ex-Constable A. M. Cox and Constable Keenan for \$200 damages was commenced before Judge Cichan and a jury yesterday and will be concluded today. Wilson, on February 11, 1902, purchased the City View Hotel on East Madison street from J. C. Barker and John Martin for \$130, paying \$20 cash and giving a note and mortgage to secure the balance of the purchase price, \$70. Barker and Martin owed Gaglietto about \$200 for provisions furnished and Gaglietto attached Wilson for the amount. W. A. Manly, attorney for Gaglietto, contended that Wilson was liable for the debts under the provisions of the law of 1891, which states that it is the duty of every person who shall bargain for or purchase a stock of goods, wares or merchandise in bulk to ob-

FENDERS TO SAVE LIVES

RECENT DEATHS AROUSE AGITATION OF SUBJECT.

New State Law Does Not Compel Companies to Equip Street Cars Until 1904.

The question of fenders for street cars has become a live one. The death of two persons in street-car accidents this week has stirred up the subject. People are asking whether the city has power to compel street-car companies to equip cars with fenders and other safeguards.

By the terms of the two blanket franchises recently granted by the city to the Portland Railway Company and the City & Suburban Railway Company, they have agreed to equip their cars with fenders within the next two years. By the provisions of an act of the Legislature, street cars in all incorporated cities must have fenders by next January. The bill for this purpose was introduced by Representative Cobb, of Multnomah. All street cars, except those drawn by horses, are amenable to the act.

Doubt has been expressed that the City & Suburban Railway Company and the Portland Railway Company are obliged by the state law to put fenders on their cars by next January, because by the terms of the blanket franchises these companies have been granted a longer time. But Councilman Fiegl said last night that he did not see how those franchises would exempt the two companies from the state law. He said that, in his judgment, those franchises contained no provisions which would prevent city authorities from requiring fenders by next January, as the Cobb law ordains.

Fenders are attached to the front end of cars. A fender on the car which killed F. H. Allison would not have saved him from death. He collided headfirst with the car. The fender is not a safety device, people from getting underneath the trucks. A sideguard on the car which killed young Cottel undoubtedly would have saved the child. The Cobb law says that every street-car shall be provided with good and substantial aprons, fenders or guards, which shall extend out in front of the front platform or front end of such car not less than two feet. The law makes no mention of "sideguards."

"The original bill," said Mr. Cobb last night, "required street-cars to have fenders within six months after the act became a law. But the companies insisted that they could not possibly provide fenders within that time, and I consented to have the act become operative next January. They fought for even more time, but I thought until next January long enough. They have many cars and cannot be expected to equip them with fenders on short notice."

O. P. Johnston, president of the Portland Railway Company, said last night that the state law required fenders by next January. "The blanket franchises allowing us two years to equip our cars with fenders," said Johnston, "do not exempt us from the Cobb law, which requires fenders by next January. The city has the right under the blanket franchises to prescribe the kind of fender that shall be used."

The Cobb law is as follows: Section 1. Every street-car run, operated or used on any street or line in the State of Oregon, other than operated by horses, shall be provided with good and substantial aprons, fenders or guards, which shall be constructed so as to be firmly attached to the front end of such car, and extend out not less than two feet, and so arranged that the forward end of such apron, fender or guard shall be not more than three inches above the rail, and each apron, fender or guard shall be built or constructed so that the motorman, or other person in control of such car, shall be in front of such apron, fender or guard on the track, so as to prevent any person from being run down and run over by or caught beneath or under such car.

An additional clause to this section says that the Mayor and Council of an incorporated town or city shall have the power to substitute in lieu of the fender, as above provided, any approved fender that will carry out the purpose of the act. When any railway company desires to substitute another kind of fender, than provided for in the act, it shall file the reasons therefor with the City Attorney. The provision as to violation follows: Sec. 2. Any violation of the provisions of this act shall be a misdemeanor, and shall subject the owner, manager or person operating any such street-car to a fine of not more than \$50 for the first offense, and \$100 for each and every subsequent violation thereof, and each car run one day when not so equipped shall constitute a separate violation thereof.

Sec. 3. The provisions of this act shall not be enforced until January 1, 1904. Sec. 4. It shall be the duty of the District Attorneys of the various districts in this state to see that the provisions of this act are enforced.

TO LAY THE DUST.

Committee of Executive Board Lets Contracts for Sprinkling Carts.

At a meeting of the purchasing committee of the Executive Board yesterday afternoon contracts for four new sprinkling carts to cost \$112 each were awarded to the Austin & Weston Manufacturing Company. Contracts for six pairs of wheels for city dumpcarts were also awarded at a cost not to exceed \$112. Bids for sewer improvements were awarded at 40 cents per foot as follows: East Oak street-Jacobson-Bade Company, \$542; engineer's estimate, \$481. East Flanders street-J. B. Siemmons, \$126; engineer's estimate, \$119. East Everett street-Jacobson-Bade Company, \$137; engineer's estimate, \$127. East Davis street-J. B. Siemmons, \$157; engineer's estimate, \$152. East Couch street-J. B. Siemmons, \$105; engineer's estimate, \$103.

A contract for the supply of coke for the fire department was awarded to the Holmes Coal & Ice Company at \$4 a ton. Consideration of bids for the supply of coal was postponed until the next meeting.

FOR EMPLOYED MEN.

A Spring Term in the Y. M. C. A. Night School.

During the coming week students may enter the association institute, corner Fourth and Yamhill streets, and continue their studies until June 6. The management has arranged for the following classes and placed the fees for the term: Arithmetic, \$1.50; Algebra, \$1.50; Bookkeeping, \$1.50; Mechanical drawing, \$1.50; Manual training (boys to June 30), \$1.50; Penmanship, \$1.50; Plumbing, \$1.50; Reading and spelling, \$1.50; Short-hand, \$1.50; Typewriting, \$1.50; Woodcarving, \$1.50.

ENGLISH POETRY.

Canadian Literature Lectures at St. Mary's Academy.

Mr. Thomas O'Hagan, a Canadian poet, arrived from Seattle at 5:30 last evening, and delivered the first of a series of ten literary lectures to be given at St. Mary's Academy this week. The subject of the lecture was "The Catholic Element in English Poetry," and was very interesting, as well as instructive, throughout. Two lectures each day will be delivered on the following subjects: "How and What to Read," "The Catholic Element in Poetry," "Women in Shakespeare and Longfellow," "A Peep into the Life and Art of Europe," "Tennyson, the Ighly of the King," "The Evolution of the Novel," and "Dickens' Novels."

HAVE NO OBJECTION.

Present Occupants of Temporary Postoffice Will Vacate.

When the Government wishes to take possession of the Soell, Hestahu & Woodard building for a postoffice the Pacific Coast Circuit Company, now occupying the building, will be asked to vacate. This is the assurance of E. L. Thompson, of Hartman, Thompson & Powers, agents of the building. Mr. Thompson says that there is no objection on the part of the Pacific Coast Circuit Company to vacate a lease of the building to the Government by a lease held by that company.

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TO IMPROVE HIGHLAND.

Residents Form an Association for This Purpose.

The residents of Highland last evening, at a called meeting, organized the Highland Improvement Association, and elected Charles E. Miller president and H. W. Goddard secretary. The district was divided into four sections, and a vice-president chosen to preside over each section. A. F. Fiegl, W. F. Cutler, W. B. Stokes, and W. G. Madgen were chosen for these positions.

The object of the association is to beautify their section of the city by property as well as street improvements. A committee was appointed for the purpose of enlisting the help of the school children and other public parks on Sunday, and children could be taught to take special interest in the property surrounding their homes, and by spending part of their leisure time in such work as cleaning the lawn and other similar work, would make a vast improvement in a short time. Rewards in the way of cash prizes will be given school children for this work, each child to write a composition, describing the improvements in his or her own yard. The compositions will be read at the meeting of the association, and the prizes awarded the most deserving children. The plan is a novel one, and the association thinks it to be practical as well. A great deal of interest was manifested at last night's meeting, and improvement will be the byword of the association until Highland Addition is made a model residence district. The next meeting will be held in the Highland schoolhouse, on March 17.

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FAVOR PARTIAL OPENING

Ministers Think Fair Should Not Be Closed on Sunday.

Whether the Lewis and Clark Fair grounds should be open on Sundays seems to be a leading question before the City of the city at the present time. The fraternity as a rule has adopted the liberal course and believes that to a certain extent the grounds should be opened, as the great mass of laboring people are obliged to work on all other days than Sunday and their wishes should be considered in this matter.

Several of the local clergymen have been consulted, and seem to favor a limited opening of the grounds. Mayor Williams is of the opinion that such a course would be advisable, and favor an exhibition that will be of material benefit to the general public. When consulted yesterday he said: "I am inclined to believe that the Fair should be kept open to a certain extent on all Sundays. I think that the laboring people of the city can attend the Fair on that day better than any other. If the Fair is properly conducted, and if there are no vicious and dissipated sports, or anything with immoral tendencies, on Sunday, and the people can go there can be no objection. Every man must make for himself his own heaven. I am inclined to believe that the Fair should be kept open to a certain extent on all Sundays. I think that the laboring people of the city can attend the Fair on that day better than any other. 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