CITY NEWS IN BRIEF

The Oregonian's Telephones.

Counting Room	Main 667
Managing Editor	Main 488
Sunday Editor	Main 636
City Editor	Main 166
Composing Room	Main 685
Superintendent Building	Red 2823
East Side Office	East 61

POSTAGE ON NEW YEAR'S EDITION.

Five cents is the postage on the Annual Oregonian to all points in the United States, Canada and Mexico. As originally designed the weight of the paper would require a postage of 4 cents a copy. At the hour of publication, however, it was found necessary to increase the size of the paper. A number of papers addressed to outside parties are held at the Portland Postoffice for lack of sufficient postage. The Postmaster says that they will be dispatched if parties mailing them will supply the stamps which, in each case, are wanting.

AMUSEMENTS.

MARQUAM GRAND THEATER (Morrison st., between Sixth and Seventh)—Matinee, 2:15, evening, 8:15, "Way Down East."

CORDRAY'S THEATER, Washington street—Matinee, 2:15, evening, 8:15, "A Modern Magdalen."

THE BAKER THEATER, Third and Yamhill streets—Matinee, 2:15, evening, 8:15, the Baker company in "The Ironmaster."

ARCADE THEATER, Seventh and Washington—Continuous vaudeville, 2:30, 3:30, 7:30, 8:30, 9:30.

MONGOLIAN PHEASANTS IN CAPTIVITY.—Half a dozen handsome male pheasants of the Mongolian variety were displayed for sale in front of a commission-house on Front street yesterday. As it is now the close season for the pheasants, the dealer was asked to explain how he happened to have the birds for sale. He said they were sent in by a woman who lives near Woodburn, and were not to be killed for eating. It was suggested that they could not be kept for breeding purposes, being all males, but the dealer said some one might want them to mate with domestic chickens to raise crossbreeds. He did not know exactly what they were worth, but had been told that pairs of pheasants, a male and a female, would bring $10, and perhaps these would bring $5, and perhaps not. It all depended upon what they were wanted for. If the pheasants were wild, it would be unlawful to have them in possession, but as they were raised in captivity, the owner considers them his own private property and much the same as chickens. Some sportsmen say the law will not allow them to be sold. The rearing of pheasants in captivity is not so easy as many imagine, and most who have tried it have soon abandoned the undertaking.

WILL STIR UP THE SCHOOL BOARD.—Though the majority of the school directors have not yet found time to read the report presented to them by the committee of three which sniffed and smelled through the public schools, Dr. Woods Hutchinson, secretary of the State Board of Health, more than intimates that he will personally call upon the directors today or tomorrow to urge upon them adoption of the recommendations contained in the report. Herman Wittenberg, chairman of the Board of Education, was seen to take home a lengthy report prepared by Dr. Hutchinson, and his associates, Dr. Cardwell and Mrs. Blumauer. But the others said they hadn't found time. So Dr. Hutchinson is to stir them up, and if possible to induce them to recommend a tax levy sufficient to bring the public schools up to the sanitary standard desired. As the annual meeting of the directors and the taxpayers is on January 14, the time remaining is short.

CLAN MACLEAY ELECTS OFFICERS.—At the annual meeting of the Clan Macleay these officers were elected for 1904: Chief, K. K. Baxter; tanist, John A. Paterson; chaplain, Rev. Charles Cumming Bruce; secretary, Alex G. Brown; assistant secretary, David A. Milne; financial secretary, James R. Stuart; treasurer, David G. Duncan; senior henchman, James Shearer; junior henchman, Alex G. Riddell; seneschal, Alex Marwick; warder, John Shearer; sentinel, Toni B. Spence; physician, Dr. A. D. Mackenzie; pipers, James S. Moon and D. P. McDonald; organist, John O. Gibson; standard-bearer, William C. Spence; trustees, Alex Muirhead, W. G. McPherson and William Harder; royal deputy for Oregon, Alexander Gavin.

WARNED OF THE STORM.—The Weather Bureau officials baffled the storm king yesterday and had storm warnings posted at several points of danger long before the storm of yesterday morning swept the Coast. At noon, Thursday, storm warnings were ordered posted at the Straits of Fuca, and as the storm strengthened shortly afterward, Forecaster Beals ordered warnings posted at the mouth of the Columbia at 2:30 in the afternoon. Thursday night advisory messages were sent to all the Puget Sound sea ports, and beacon lights warned the mariners all along the coasts of Oregon and Washington during the night. A 60-mile wind was reported at Cape Flattery and Tatoosh Island.

GIVE TO MEN'S RESORT BUILDING FUND.—The employes of the George Lawrence Wholesale Saddlery Company, at their own suggestion, made a subscription for the new Men's Resort building which amounted to $57. This voluntary action is significant of the wide interest felt in the work carried forward on practical lines by the resort for the welfare of men. The broad and eminently practical nature of both the objects and methods of the Men's Resort warrants the hearty general interest which is expressed toward its new building enterprise.

SCHOOLTEACHERS COMING TO OREGON.—The Chamber of Commerce is in receipt of a letter from Miss M. H. Esline, County Superintendent of Schools of Powers County, Colorado, stating that she hopes to come to Oregon, within the next month, and that she will be accompanied by a number of other schoolteachers from Colorado, as well as a large number of friends. Business will evidently be combined with pleasure, as the correspondent is extremely anxious to learn as much as possible of the timber industry before leaving Colorado.

MAJOR LANGFITT RECEIVES COMMISSION.—Major W. C. Langfitt, United States Engineer's Department, who was promoted to his present rank last April, received his formal commission as a Major from Washington yesterday. A temporary commission was received by Major Langfitt at the time of his promotion, but as the ratification of the United States Senate was necessary to execute the formal commission, the certificate was not received until yesterday.

UNCLE SAM WANTS A WATCHMAN.—The United States Civil Service Commission announces that on February 6 an examination will be held for the position of watchman. From this examination certificates will be made to fill two vacancies in the position of watchman in the Postoffice building at a salary of $840 a year. Persons desiring to compete should call on Z. A. Leigh, secretary of the Board of Examiners, Postoffice Department, city.

DON'T forget the big auction sale of lots at Estacada, on January 12. Trains leave First and Alder streets at 7:40 and 9 A. M., with carrying capacity of 500 people. Oregon Water Power Townsite Company, 125½ First street, room 4. This great sale takes place on January 12, positively, rain or shine, under good cover.

Tickets for the auction sale at Estacada will be on sale at the O. W. P. Railway office, corner First and Alder, on the 5th, 9th, 10th, 11th and morning of the 12th. Round trip, 75 cents, good only on January 12. Trains leave First and Alder 7:40 and 9 A. M. Secure your tickets early.

UNITARIAN CHURCH.—Dr. Crossey speaks tomorrow morning on "Herbert Spencer."

ACQUISITIONS OF THE MUSEUM.—Several additions have been made to the Free City Museum within the past few days by friends of that institution, to whom Colonel Hawkins is grateful for remembering it. One is an ancient parchment-bound dictionary of the Hebrew and Chaldean languages, which was printed in 1638, and is perfect and well preserved. People not accustomed to Hebrew books are surprised to find the title page at what is the rear of books of English, and the index where the title page ought to be. This is a characteristic of Hebrew books, the lines on the pages of which read from right to left. The number even of Jews who read books in Hebrew is very small these days, as there are more books in many other languages. The book was presented by Emanuel Eriksson. Another of the presents is a Mexican opal, which was worn by Santa Ana, the Mexican General, and leader of several revolts against the government. He invaded Texas, in 1836, and was the perpetrator of the massacre of the Alamo. He cut quite a dash in his day, but wound up his career in a style not creditable. The opal was presented by Fred Showell. Mrs. L. G. Davidson presented a handsome variegated century plant, 16 years old, which attracts the attention of many. Mrs. William Seachrest, who has lately returned from Florida, brought back for the museum a bottle of sand as white as snow, and looking like granulated sugar, such as is common on "India's coral strand" and on the beaches of Florida, that peninsula being a coral reef. It is very pretty and would make an endurable but indigestible frosting for cake, keeping sharp and clean the teeth of those who consumed the cake.

NEW ROUTE FROM SOUTH INTO PORTLAND.—The work of macadamizing and constructing concrete curbs and sidewalks on Front street, from Arthur to Seymour street, where Front street practically connects with the Slavin road, is progressing favorably. The cement curbs have been completed the entire distance, and the macadam street bed has been finished and rolled, from Arthur to Curry street, about half the distance. The bridge on Hood street across Marquam Gulch, at the north end of the improvement, has been replaced by a fill, which has been graded and is being planked. Thus there will be in future one less bridge to maintain across Marquam Gulch, the lowest of the lot, and there is a prospect that teams from the country wishing to enter the city from the south can soon come along Front street and across the bridge on Hood street, but south of that bridge Hood street is still an impassable quagmire. Travel coming into the city from the south will for some time be obliged, as at present, to climb the steep grade of Meade street to Front, and come in across the Front-street bridge, and, as Meade street has lately been macadamized, this makes heavy pulling for teams. If Hood street were improved so it could be traveled, country teams coming in from the Riverside and Slavin roads would have an easy grade into the business part of the city.

NOT ENOUGH STREET SIGNS.—Owing to the amount appropriated for street signs being limited to $4000, the number of these signs to be contracted for at present will not be enough to supply all the streets. To properly name all the streets would require between 15,000 and 16,000 signs, but the $4000 will pay for only about 11,000, so the order will be reduced to that number, and a provision will be inserted in the contract that more be supplied when desired at the same price. The next question was whether the signs for all the streets should be reduced so as to leave the unsettled ends of some without any or whether as many as possible of the streets should be entirely supplied and some streets left without any signs for the present. The latter course was decided on, and, although it will leave blank the streets in the neighborhood where Mr. Goddard, of the Executive Board, resides, he favored it. The principal reason in favor of this scheme is that when it is desired to procure more signs and finish placing them on all the streets of the city it will be much easier and cheaper to procure many signs of a few kinds than a few signs for many different streets, and the order can be filled more expeditiously.

GOLD BRICK FOR SALE.—Persons visiting the office of The Dalles steamer at the foot of Alder street yesterday were invited to purchase a gold brick. It was the size of an ordinary brick, bore the imprint of E. J. Jeffery, 1869, and appeared to be solid gold. One of the men connected with the office had a large sum of money paid to him a few days ago, and was bragging that no one could bunko him out of it, nor play any shell game on him, or flimflam him, and the boys in the office got up this gold brick to sell him. He was about to invest in it, having been told that it had been found hidden on the wharf, when some one remarked that gold bricks were always found wrapped in religious tracts. The intended victim at once asked if this particular brick had been wrapped in a tract, and was told that it had been wrapped in a copy of The Oregonian. He said that The Oregonian these days could hardly be considered a religious tract, and broke off the negotiations. The brick is still on sale.

WRONG KIND OF DUCKS.—Game has been scarce in the markets since duck shooting has proved a failure, so a small man who staggered up Front street yesterday under the weight of a heavy load of ducks and a few gray geese found ready sale for his goods. Finally, a man who was about to buy noticed that the ducks had long, narrow bills, with hooked points and rows of sharp teeth. He asked what kind of ducks they were, and was told, "Sheldrakes." Then he remembered that these were fish-ducks, and that they had a strong and disagreeable fishy flavor, and he told the vender that his ducks were not good. "They are just as good as any," was the reply, "if you know how to treat them. You must soak them in salt and water and put an onion in each, and they will be all right." The man said he did not like onions, nor pickled ducks, and declined to purchase.

SLOW IN PAYING WATER RATES.—Water consumers have been very slow in paying the rates this month, and those who postpone doing this till Monday will have to stand in line a long time waiting their turn. Those who pay today will escape this inconvenience. Rates are payable on the first of the month, but consumers are allowed ten days' grace, and many forget or put off paying till the last day. This month the 1st was a holiday, and the 3d and 10th fall on Sunday, so the days of grace have been curtailed, and unless a special effort is made many will probably have their water supply shut off, and will have to pay to get it turned on again. Those who pay promptly do not have to stand in line waiting, nor do they have their supply shut off.

HORSES FOR STREET-CLEANING.—There is a prospect of more horses being furnished for the use of the Street Cleaning Department. The Executive Board has asked to have horses submitted for examination, and proposes to purchase ten. H. W. Goddard and H. C. Wortman, of the board, were at the city barn yesterday morning to look at two horses which had been left there for inspection, but rejected both as unsuitable. They want stocky-built, short-coupled animals, weighing 1400 to 1500 pounds, and will not accept light-weight or slim-built or old or worn-out horses. The sooner suitable horses are offered for sale the sooner will the number of teams employed in street cleaning be increased and the sooner will the streets be cleaned.

FOR VIOLATING GAME LAW.—L. P. W. Quimby has been subpenaed to appear in the United States Court at St. Paul, on January 12, as a witness in the case of the United States vs. Cobb, and he will leave this afternoon. The defendant, Cobb, shipped a lot of prairie chickens and quail to a game dealer here a year ago last November, and they were seized by Game Warden Quimby and placed in cold storage. The authorities at St. Paul were notified of the violation of the game law, and commenced suit against Cobb over a year ago, which is now to be tried. Cobb is one of the largest dealers in fish and game in Minnesota, and has been convicted of violations of the game law several times.

OLIMPIC WHEAT HEARTS make muscle.

WHY SMELT ARE SCARCE.—The proprietor of a fashionable cafe called on a wholesale fish dealer yesterday and wanted to know why there had been no Columbia River smelt in the market of late, while they were quite plentiful a week or two ago. "It is because there is no water in the rivers," said the dealer. "The Columbia is very low, and the water very clear, because there have been no freshets in its tributaries of late. The water in the rivers flowing into the Columbia is very low and clear, an unusual condition of things at this time of the year, and very unfavorable for smelt fishing, as it drives the smelt back to the sea. "There has been no rain for nearly a month, you know," he added in explanation. "I know no such thing," retorted the cafe-keeper, "but I do know that if you think there has been no rain for a month you are a dodgasted prevaricator," and he rushed out, raising his umbrella as he ran, for rain was falling in torrents. There will be plenty of smelt when it rains more.

WAS ROBBED IN HIS OLD SALOON.—C. H. Merchant, formerly owner of the Nome saloon, visited his former possession last night, and was robbed of $40 before he left. The police were notified of the case and were looking for the thief last night. Merchant had been drinking, and had a good sum of money with him. He spread it out on the bar, and after the drinks were paid for carelessly slipped it in his overcoat pocket. In a few minutes he considered it time to take another drink, but found that $40 of his money was gone. The temptation had proved too great for some of the men standing around the saloon, and the saloonkeeper was regarded as too easy game to overlook.

NEW TROUBLE AT CRITTENTON HOME.—The Crittenton Home was in a state of wild excitement last night, when an inmate giving her name as Helen Anderline had her fighting blood aroused, and started in to clean up the house. "Send an officer, quick," came the call over the telephone. When the officer arrived he found the woman locked in a room, and the several inmates who were able to be around carefully guarding the door to see that she did not get started again. She was brought to the police station, where she was locked up for the night. The matron at the Home said that she could not stay there longer, as they were all afraid of her.

HORSE GOES THROUGH A BRIDGE.—Attention was called to the fact that the bridge on First street near Caruthers is in a lamentable state of disrepair, when a horse broke through one of the rotted timbers yesterday forenoon. The animal was attached to a vehicle belonging to the United Carriage Company. Both its hind legs went through the bridge, and the driver, after trying in vain to extricate his horse, sent in a call for police assistance. Several policemen went to the place and spent an hour in sawing boards before the animal could be released from its uncomfortable position.

FOR FRATERNAL BUILDING AT THE FAIR.—Representatives of 30 fraternal societies are to hold a meeting Monday afternoon for the purpose of discussing the possibility of raising funds for a fraternal building and headquarters at the Lewis and Clark Exposition. It is estimated that about $50,000 would be required for a suitable structure, wherein members of the various fraternal societies might assemble, and it is with a view to gauging the feasibility of raising this amount that the meeting will be held.

Y. M. C. A.—The Sunday Club for men, 3 P. M., Sunday, January 10. "The Japanese Situation" will be presented by S. Ban, Japanese contractor, and Dr. H. W. Schwartz, formerly of Japan. Music by Japanese double male quartette. Concert by Driscoll's orchestra. Y. M. C. A. building, Fourth and Yamhill streets. Free, to men only.

FIRST PRESBYTERIAN.—Services tomorrow at 10:30 A. M. and 7:30 P. M., conducted by the pastor, Rev. Edgar P. Hill, D. D. Communion in the morning. In the evening the music used in the Chapman meetings will be used, and a chorus choir will lead.

MEN'S RESORT ENTERTAINMENT.—Tonight at 7:45, at the Men's Resort, 66 North Sixth street, the usual free Saturday night entertainment will consist of a musical and literary programme. All comers are welcome.

JOHN BURROUGHS SOCIETY.—The John Burroughs Society will hold a meeting tonight at 8 o'clock, in the City Hall. Colonell L. L. Hawkins is in charge of the programme. The public is invited.

MR. COFFMAN wishes to announce that he has sold his Morrison-street branch store, and will now concentrate his efforts to please his patrons at the old stand, 350 Washington street.

TAYLOR-STREET METHODIST EPISCOPAL CHURCH, corner Taylor and Third. Bishop Earl Cranston will preach at 10:30 A. M. Dr. Talbott's theme Sunday night, "The Guarded Gate."

ALUMNI MEETING.—A meeting of the Alumni Association of the Portland High School will be held in the High School, Monday, January 11, at 8 P. M. Important.

Wooster, great fruit store, 7th-Mor.
Special on wafers at Carroll's today.

ONE MORE PRISONER ESCAPES

Trusty Thinks He Might Just as Well Leave Sheriff Storey's Jail.

John C. Fabricius, a trusty in the County Jail, ran away early yesterday morning. Fabricius had only a little while left to complete his term of six months' imprisonment for stealing a magic lantern in the English Lutheran Evangelical Church, and Jailer Jackson is surprised that he should leave as he had so little to gain.

A teacher in the Clinton Kelly School reported having seen a man soon after 8 o'clock, who was wearing a long black skirt over his pantaloons, and over his head and shoulders he wore a large fascinator. He was acting in a strange manner and making progress as rapidly as possible. Whether or not this was Fabricius in disguise has not been ascertained. The man has a weakness for robbing churches, and he will doubtless be heard from soon. He is an ex-convict.

FOR THE BOYS AND GIRLS.

The desire "to make something" is most natural for any child. If this is not gratified in one way it will be in another. No better method could be found than that pursued in a manual training school where play and work are mingled in pleasing proportions. No more competent instructor nor one better liked by the children teaches manual training west of the Mississippi than Mr. Standley. Indulge your child's desire to make, teach him the use of tools which will be of value to him all through life, and give him something he will really enjoy by sending him to the Y. M. C. A. Manual Training School, Fourth and Yamhill; $3.00 for 3 months.

WHERE TO DINE.

All the delicacies of the season at the Portland Restaurant; fine private apartments for parties. 305 Wash., near 5th.

Imperial Hotel Restaurant, 3d floor, six-course dinner, 50c; first-class service, a la carte, 6:30 A. M. to 8 P. M.

Thanks From Chicago's Mayor.

Governor Chamberlain is in receipt of a telegram from Mayor Harrison, of Chicago, in reply to the message of sympathy and condolence wired on behalf of the people of Oregon at the time of the Iroquois Theater catastrophe. The message is as follows:

Mayor's Office, Chicago, Jan. 8.—To His Excellency, George E. Chamberlain, Governor of Oregon, Portland, Or.—Dear Sir: Your telegram of sympathy to our people in this hour of great sorrow has been received, and I thank you most sincerely for your kindness.

Very truly yours,
CARTER H. HARRISON, Mayor.

DON'T RAISE THE TOLLS

PORTLAND RAILWAY PLEADS WITH COUNTY COURT.

Says It Pays More on the Burnside Bridge Than City & Suburban Pays on Morrison Bridge.

In answer to the communication recently submitted by Judge Webster and the County Commissioners to the Portland Railway Company, stating that the County Board was considering the propriety of increasing the tolls paid by the company for running its cars over the Burnside-street bridge, O. F. Paxton, president of the Portland Railway Company, yesterday submitted a letter to the Board, giving the company's side of the case.

Judge Webster and the Commissioners, in view of the fact that the operating expenses each year of the Burnside-street bridge are about $6000 a year and the interest on the bonded indebtedness $15,000, making a total of $21,000 a year, thought the rate paid by the railway company, $150 a month, too low. Besides, this year the bridge will have to be redecked at a cost of $15,000 to $20,000. The company, in response, says it pays much more in comparison than other street-railway companies pay for the use of the other bridges, and, Mr. Paxton, in addressing the members of the County Board, stated that when the New Morrison-street bridge is completed and the City & Suburban Railway Company is required to pay 3 cents per car, his company is willing to pay the same rate, but not before. He said the company had expended $400,000 during the year, and was assisting in every in upbuilding the city. The matter was taken under advisement by the Board, which is also considering the advisability of increasing the rates paid by the Oregon Water-Power & Railway Company for the use of the Madison-street bridge. The City & Suburban Railway Company cannot be interfered with under its present contract. The rates which it pays for the use of the Morrison-street bridge cannot be changed until the new structure has been constructed.

The letter of Mr. Paxton contains some very interesting bridge and street railway history, and is as follows:

First—The Portland Railway Company is now paying and has always paid to the county a greater rate of tolls than is paid or has been paid by either of the other railway companies using the public bridges.

The City & Suburban Railway Company, which uses the Morrison-street bridge, runs, as I am advised, more than 1000 cars per day across that bridge. The company pays $150 per month bridge tolls. The Portland Railway Company runs less than 500 cars per day across the Burnside-street bridge, and is charged $150 per month bridge tolls. Thus the Portland Railway Company pays to the county as much money for running less than 500 cars per day over the bridge as the City & Suburban Railway Company pays for running more than 1000 cars per day over the bridge. The Portland Railway Company, therefore, is charged and pays to the county more than double the rate paid by the City & Suburban Railway Company.

The Oregon Water Power & Railway Company, as I am informed, runs 310 or more cars per day across the Madison-street bridge, and pays $100 per month bridge tolls, from which it will be seen that the Portland Railway Company pays a greater rate of toll than is paid by the Oregon Water Power & Railway Company.

The 7 cents per car crossing rate originally named by the bridge committee for the Burnside-street bridge, to which you refer in your letter, came about in this way: The bridge committee which built the Burnside-street bridge ascertained that the City & Suburban Railway Company was then being charged tolls amounting to 7 cents per car crossing for using the Morrison-street bridge, and the bridge committee thereupon fixed the same rate for the use of the Burnside-street bridge by the Portland Consolidated Street Railway Company, predecessor in interest of the Portland Railway Company, in its line crossing the Burnside-street bridge. At that time the Morrison-street bridge had not been acquired by the city. The company owning it and the City & Suburban Railway Company were understood to be controlled by the same people or interests. It was supposed that this high rate was being charged for the purpose of making the bridge earnings large, so as to give as great a value as possible to the bridge when the city should desire to purchase it.

Toll on Morrison Bridge.

In July, 1895, the city purchased the Morrison-street bridge, and made a contract giving to the City & Suburban Railway Company the right to use the bridge for 20 years for $150 per month bridge tolls.

The city had previously purchased the Madison-street bridge, taking it subject to and in the agreement of purchase ratifying a contract giving to George W. Brown, or the East Side Railway Company, the predecessor in interest of the Oregon Water Power & Railway Company, a 20-year contract for the use of that bridge at $100 per month bridge tolls.

The 7 cents per car crossing named by the bridge committee, as above stated, for the use of the Burnside-street bridge, proved so excessive and burdensome that the Board of County Commissioners, in response to a general request from citizens interested in the part of the city served by our lines, reduced our rate to $150 per month, which rate we have ever since paid.

At that time were were being charged and paying more than 4½ times as great a toll as paid by the City & Suburban Railway Company, and nearly three times as great a rate of toll as paid by the East Side Railway Company.

These facts demonstrate what I said above—that the Portland Railway Company is now paying and has always paid a greater rate of bridge tolls than is being or has been paid by either of the other companies using the public bridges.

Rate Should Be Equal.

Second—We think it will be conceded that the public burdens imposed upon any class of business should be equal and uniform among the persons engaged in that class of business, and that the public, in imposing public charges should not discriminate in favor of one street-car company against another street-car company competing with it and seeking to extend its lines and develop this city. It would be unjust for the public to make such a discrimination, and it would be bad policy, because it would tend to retard the growth of the city and discourage the investment of capital in enterprises calculated to benefit the public. If this principle is true, and I cannot see how it can be questioned, then it is certain that no increase should be made at the present time in the bridge tolls charged the Portland Railway Company, for, as I have shown above, we are now paying more than twice the rate of toll paid by the City & Suburban Railway, and a greater rate than is paid by the Oregon Water Power & Railway Company. The present rate of tolls of the City & Suburban Railway Company has been continued in force by the contract lately made between that company and the Executive Board of the City of Portland until the new Morrison-street bridge is ready for use.

Therefore, it seems to us that the County Court cannot in fairness or justice now increase our tolls and make the discrimination against our company still greater than it now is; and we earnestly and confidently submit that in no event should any increase be made in the bridge tolls charged the Portland Railway Company until the new rate of tolls of the City & Suburban Railway Company takes effect upon the completion of the new Morrison-street bridge.

Third—If, upon the completion of the new Morrison-street bridge and the taking effect of the new rate of tolls to be then paid by the City & Suburban Railway Company, the court should be of the opinion that the rate of tolls of the Portland Railway Company ought to be increased, then we submit that the new rate to be paid by our company should not be greater than the new rate to be paid by the City & Suburban Railway Company.

The rate to be charged the City & Suburban Railway Company for using the new Morrison-street bridge is based upon a charge of 3 cents per car crossing. Any new rate of tolls imposed upon our company should certainly not be greater than that. We feel that we are entitled to as much consideration and to as fair treatment from the public as is the City & Suburban Railway Company or any other street-car company in the city.

Mr. Paxton then calls attention to the fact that the new bridge will be so constructed as to prevent ordinary traffic from interrupting car traffic, as it often does on the Burnside-street bridge. He says it would not be fair to charge the Portland Railway Company a higher toll for an inferior bridge. He further calls attention to his company's large expenditures in the city. It has built a car-shop and employs 70 or more men in building cars, besides 150 or more in construction. It built 13 miles of new road last year, besides reconstructing old tracks. It spent over $400,000 last year in improvements. It subscribed $7000 to the Lewis and Clark Fair and $12,000 to provide a site for it. It will make still further extensions and improvements if the attitude of the public continues satisfactory. The money for these improvements is obtained by sale of bonds to the stockholders, "largely because we have been able to make them feel that the public would welcome a policy of development and improvement, which would add so materialy to the wealth, growth and prosperity of the city and county, and that the public would accord to the Portland Railway Company as much consideration and as fair treatment as accorded to any other street-car company engaged in business in the community." He concludes:

We earnestly urge upon the court that it will not be best to increase our bridge tolls at the present time. It is not just or fair to discriminate against our company, and I do not want the people from whom we must obtain the money to complete our scheme of existence and improvements to feel that they are being punished for their enterprise by being discriminated against in the matter of public charges. I would dread to disappoint their confidence in the fairness and friendly attitude of the public. It would have a strong tendency to discourage their making future improvements and extensions.

In conclusion I will say that we have written to the various cities where street-cars cross public bridges to ascertain what, if any, bridge tolls are charged the railway companies there. This information will enable the court to make interesting comparisons, and may be of value.

HIS TALK-MILL IN ACTION.

Peripatetic Orator Squelched by a Fine in Police Court.

J. D. Stevens insisted in the Police Court yesterday that he had been standing on his Constitutional rights as an American citizen. Several policemen said he had been standing on the corner making too much noise. Judge Hogue and a jury of four concurred with the policemen, and Stevens was fined $10.

Stevens is an orator. He may be seen most any day proclaiming the beauties of socialism to crowds of interested and merely curious people. Officer Roberts chanced to see him thus engaged a day or two ago and was not favorably impressed with the size of the crowd which was blockading the streets. He ordered the orator to move on and was met with a flat refusal to obey. He then made fast to the orator and went to the police station, followed by a crowd whose sympathies were with the prisoner and which guyed the officer unmercifully.

Stevens was accompanied in court by Attorney Seneca Smith, who looked after his legal interests. Deputy City Attorney Fitzgerald did the prosecuting. There was the usual recital of facts and then Stevens took the witness-stand. He warmed up in his words until he testimony began to savor of a brace of rapid-fire guns in full action, whereupon the court ordered him to sit down and calm himself.

When everything had been said and done the jury went out and came back in about five minutes with a verdict of guilty. The jurors were: C. A. Jack, Herbert Bradley, C. H. Gaylord and W. L. Morgan.

PIANO SALESMEN WANTED.

Wright's Music-House, 349 Washington.

Painful urination, too frequent, scanty, getting up at night, cured by Oregon Kidney Tea.

Look at the Brand!

Walter Baker's Cocoa and Chocolate

The FINEST in the World
Costs Less than One Cent a Cup
Forty Highest Awards in Europe and America
Walter Baker & Co. Ltd.
Established 1780 Dorchester, Mass.

FREE
Books for the Youngsters

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