

CALL WITNESSES IN RICHARDS' CASE

Detectives Furnish Names of Persons Who Are to Be Subpoenaed.

WELL-KNOWN MEN IN LIST

Prosecution Has Summoned Many to Testify When Charges Against Restaurant-Keeper Come to Trial Tomorrow.

Acting Detectives Kay and Jones yesterday furnished clerk of the Municipal Court Hennessey with a partial list of persons for whom they wished subpoenas issued in the case of the City of Portland against Thomas I. Richards, charged with conducting a disorderly house and violating the liquor ordinances. Those for whom subpoenas were issued were:

A further list, perhaps longer than this one, is said to be forthcoming. Kay and Jones positively refused yesterday to disclose the names on it, saying that in case they call for subpoenas, they cannot afford to make public the names until the very latest hour, as the persons are said to be so situated from various standpoints that it is feared they might have business elsewhere on the day of the trial, if opportunity should be given.

Among the list for whom subpoenas were issued yesterday there are many representative business men, some professional men, some officers and several members of the Municipal Association. The prosecution, in calling these witnesses, is said to be preparing to present such an array of evidence as will be most convincing from that standpoint. Some of those on the list are said to possess knowledge that will aid in the prosecution of the case. It is made known; others are wanted simply to prove the reputation of Richards establishment, familiarly known to Portlanders and others as "Richards Restaurant."

BOWEN WANTS LICENSE

Applies in Behalf of Notorious El Rey Saloon.

Harry Bowen, proprietor of El Rey saloon, at 25 Taylor street, yesterday tried hard to secure a license to reopen his establishment, and sent Attorney Ralph Moody to the City Hall to plead his case for him, but the best that could be done was to obtain temporary relief in the form of reference of his application to the Municipal Sheriff's office. It is not likely that Bowen will meet with much success in the matter, practically all the committee being opposed to granting him a permit to reopen.

His license expired on the first of the year, and by reason of the irreparable character of his place, the committee declined to grant him a renewal. These applications were favorably recommended: A. Moser, 38 Alder; Klein & Neumann, 21 Second; H. S. Pine, at foot of Randolph; and sent Attorney Moody to the City Hall to plead his case for him, but the best that could be done was to obtain temporary relief in the form of reference of his application to the Municipal Sheriff's office. It is not likely that Bowen will meet with much success in the matter, practically all the committee being opposed to granting him a permit to reopen.

AT THE THEATERS

What the Press Agents Say.

Alcazar Beauties at the Baker.

The "Alcazar Beauties" Burlesque Company is the attraction at the Baker this week, and are bound to become popular before the week is over. The regular bargain matinee will be given tomorrow afternoon.

"Her Marriage Vow" at the Empire.

That "Her Marriage Vow" is being very heavily at the Empire goes without saying. This is the best piece of the kind that has been given the place by Charles A. Taylor's excellent company headed by Miss Allie May. An organization it fills that place in the metropolitan field on the Western coast that is occupied by the Empire company East in the higher fields. There is an air of solidity and surety to the work of the individual members, not to mention that it is truly refreshing, and it is to be regretted that we are not often visited by organizations of a like caliber. "Her Marriage Vow" will be given the balance of the week with the Saturday matinee.

ADVANCE SALE TODAY.

Louis James Will Present Four Plays at the Marquam.

This morning at 10 o'clock the advance sale

of seats will open for the eminent tragedian and popular actor, Louis James, who, with his excellent company of players will begin an engagement of four performances at the Marquam Grand Theater next Thursday night, January 18. The opening bill will be "High School" Friday night, "Virginius" Saturday matinee, "Ivanhoe" Saturday night, "The Merchant of Venice." This will be one of the dramatic troupes of the season, and crowded houses are looked for. Mr. James is an unmistakable favorite in this city.

Lecture on Vitiosophy Tonight.

Katherine M. H. Blackford, M. D., L. V., of the Boston School of Vitiosophy, will give a brilliant company of players will begin an engagement of four performances at the Marquam Grand Theater next Thursday night, January 18. The opening bill will be "High School" Friday night, "Virginius" Saturday matinee, "Ivanhoe" Saturday night, "The Merchant of Venice." This will be one of the dramatic troupes of the season, and crowded houses are looked for. Mr. James is an unmistakable favorite in this city.

ANYTHING TO BEAT WORD

THE YOUNG MEN'S DEMOCRATIC CLUB AWAKENS.

It Will Elect Executive and Finance Committees and an Assistant Secretary.

After a sleep of two months, the Young Men's Democratic Club has awakened for a meeting next Friday night in Unity Hall, Second and Morrison streets. Since the last meeting, when the club was re-elected from the clutches of the Word people by the election of John Montague president and J. C. Meybrum secretary, the club has been waiting for something to turn up.

If the club should get into a fight over the proper way to beat Word in the primaries, the members would not be surprised, for Word has a large following among the members who would like to see the club in trouble. The club will elect an executive committee of 12 members, a finance committee of five members and an assistant secretary. In the club are many warhorses, among them the following:

NEW TRANSFER SYSTEM

Many More Points at Which Passengers Can Change Cars.

A new transfer system was put in operation by the Portland Railway Company yesterday morning which will be of great convenience to the patrons of the line. It will give more transfer points throughout the city with the different branch lines of the Portland Railway Company, while at the same time three new transfer points have been established where passengers can change from the city and lines to those of the Oregon Water Power Company.

Costly Gas-Rate Reductions.

PORTLAND, Jan. 15.—(To the Editor.)—"In the name of all the gods at once," why does the Oregonian clamor for another reduction of the rate for gas? Has it not been sufficiently demonstrated that the consumer has been compelled to pay more money for gas with every reduction that the Portland Gas Company has ever made? But there are some things that the consumer of gas would like to know—the scientific or any reason why the same gas stove, doing the same work, consumed \$1.75 worth of gas at \$2.25 per thousand in 1901 and \$2.25 worth of gas at \$1.15 per thousand in 1905? That is what the consumer is interested in. And the same with lights. Also why it is that the Portland Gas Company is out with a letter to their customers under date of January 8, 1906, requesting Mayor Lane to appoint a committee of "hot-air" experts, made up from members of the Council and Executive Board, to investigate the conduct of its business and all causes for complaint and make a report thereon, when the customer is only interested in one matter, and that is lower gas bills, not lower gas rates (we have had enough of them), or whitewash reports.

CONSUMER.

WAITING FOR THE BOMB TO EXPLODE



AFTER WORD'S JOB

Many Republicans Want to Be Sheriff.

Mr. Moore was a candidate for re-election, and may be opposed by W. H. Kennedy, and possibly by Dan J. Moore, if the last-named should not run for Sheriff.

LIST OF THE MOST ACTIVE

There Are Many, Too, Who Would Like to Succeed F. C. Barnes in the Position of County Commissioner.

Newest of the Republican booms for Sheriff in that of Dan J. Moore, Mayor of West Seaside, where he owns a hotel, but is still a resident of Portland, like several of the members of the City Council of West Seaside.

Most Active Candidates.

Most of the foregoing names have been in the fight for some time, the most active of them being Lightner, Stevens, Rogers and Storey.

County Commissioner, Too.

Many Republicans also want the job of County Commissioner, now held by F. C. Barnes, whose successor will be elected in June. Among the aspirants are the following: F. C. Barnes, in case he should not run for Sheriff; Thomas Hislop, who sought the nomination from the last county convention; A. E. Manley; Joseph Bucholtz; Thomas Monahan, of St. Johns; William Tegart, of Fairview; D. O. Fisher, a farmer on the Sandy road; W. A. Willis, brother of A. N. Willis, Councilman; James Sheehy, of Rockwood; Charles Littlepage, of Corbett's Chapman, Fairview.

Other County Officers.

Other county officers to be filled at the June election are those of Auditor, Clerk, Treasurer, Coroner, Surveyor, County Judge, two Circuit Judges, three Justices of the Peace, three Constables.

F. S. Fields, County Clerk, will be a

PROPOSED FISH LAW

Committee Votes for a Favorable Recommendation.

SOME OF ITS PROVISIONS

When It Comes Up for Final Passage in the Council a Persistent Effort Will Be Made to Kill Ordinance.

The license committee of the Council yesterday had under consideration the proposed fish ordinance that had been referred to it at the last meeting of the main body, and after it had recommended its adoption, it did not look like the same measure, as it was so completely amended that its author hardly recognized it after it emerged from the committee's hands.

Will Exploit Oregon Fair

Polished Samples to Be Placed in Offices of Eastern Architects.

The Portland Lumber Association has undertaken to exploit the fine qualities of Oregon fir throughout the East in a most effective way, and incidentally advertise the lumber resources of the state. The association has contracted for about 25,000 sets of exhibits of lumber to show the many ways in which Oregon fir can be utilized in building and finishing operations. Each set or exhibit contains seven pieces of Oregon fir, about 12x7 inches. Sam Older, an expert, is now engaged in preparing these exhibits. The surface of the lumber is highly polished and made to represent the different kinds of finishing lumber that are used in buildings. The seven pieces or boards of each exhibit will show just what can be done with the wood, which is considered the best all-around lumber in the world, and the grain and fiber lend themselves readily to all kinds of finishing, and will represent any kind of material that may suit the desire and taste of the builder. These exhibits will be placed with Eastern architects, so that builders can have the chance of seeing them. Mr. Older said he expected it would take several months to complete the first set of exhibits, and he thought likely that another 25,000 might be turned out.

Invents an Air Propeller.

John B. Cayo, of Portland, is looking for some men of money to assist him in revolutionizing the shipping industry of the world. Mr. Cayo is an inventor and has worked out the plans for a new propeller which in his estimation will propel ships equipped with it to make practically as fast time across the ocean as that made by the ordinary trains across the continent.

What Mr. Johns Would Do.

RAKER CITY, Jan. 15.—(To the Editor.)—In answer to the communication addressed to the present candidates for Governor by Mr. Martin, I would say that, under the conditions therein stated, I would promptly veto the bill. C. A. JOHNS.

PILOTS FIGHT FOR AN OPEN HARBOR

Propose to Show Why New Site Should Be Selected for Railroad Bridge.

LIVELY HEARING EXPECTED

Consensus of Public Opinion, However, Is That the Portland & Seattle Railway Co. Should Not Be Hampered.

PILOTS WILL PROTEST.

At 2 o'clock this afternoon the Port of Portland will hear objections to the application of the Portland & Seattle Railway Company for authority to construct a railroad bridge across the Willamette River at a point about midway between the foot of Swan Island and St. Johns. The river pilots will vigorously protest against the granting of the application for the alleged reason that a bridge at that particular point will prove a hindrance to shipping as the channel is so narrow as to prohibit the anchoring of large vessels in case of necessity by reason of the draw being held up by passing trains or other causes liable to arise.

The hearing will be held in the rooms of the commission at the City Hall and a large attendance is expected. Members of the Port of Portland have been looking into the matter, but so far are still undecided as to the merits of the protest of the pilots, copies of which have already been submitted for their perusal.

While everybody is anxious for the Portland & Seattle Railway Company to enter Portland, a number of men interested in shipping are firm in the opinion that the question of locating a site for the proposed bridge across the Willamette should be seriously considered before being definitely settled. The matter is one of great importance, they say, and should be thoroughly investigated before a conclusion is reached. Representatives of the railroad declare that it is not the intention of the company to enter Portland and then lock the door, as nothing could be gained thereby, and they believe that the bridge will cause very little inconvenience to shipping, although they concede that no matter where located, a bridge will cause some inconvenience if that part of it is to be considered in preference to the advantages.

Other Side of Case.

There are many, too, who believe the site well chosen, and they say that if the condition of the channel is such at the foot of Swan Island as to crowd large vessels in case of delay caused by the bridge, the channel could easily be widened by dredging until a safe anchorage is obtained.

E. T. Williams, vice-president of the North Pacific Lumber Company, believes the site suitable. He says: "I think as long as a bridge has to go below the steel bridge to accommodate the railroad, the site chosen is as good as any that could be selected. Every bridge interferes somewhat with shipping, but the advantages of the railroad will outweigh the disadvantages of the bridge. I do not believe it will prove so great an obstacle as is made to appear. When the Morrison-street bridge was being talked of, the late Governor Penoyer wrote yards of protests, asserting that a bridge across the Willamette would kill his mill business in South Portland. The Morrison-street bridge was the first to be built, and prior to its construction the mills in South Portland scarcely averaged one ship's cargo of lumber a year. Now we have four bridges below these same mills, and from five to ten vessels are continually loading lumber in the upper harbor. So Governor Penoyer was mistaken when he thought the bridge would put a stop to navigation and shipping."

Selection of Bridge Site.

J. C. Flanders, attorney for the Portland & Seattle Railway Company, said that his client had requested the location of the bridge at the point desired for the reason that at that particular place would, in the judgment of competent engineers, prove less obstructive than elsewhere.

Prize Applies as Exhibit.

The prize applies which were exhibited at the recent convention of the State Horticultural Society, and which have since the close of that gathering been on show in the windows of a local department store, have been presented to the Chamber of Commerce, and will be added to the permanent exhibit of that body.

PERFECT AT LAST.

Cash register and automatic change-maker. Absolutely correct. No more mistakes. Agent for the Northwest state, Bailey Changs Maker, 404 Marquam building, city.

The fact-stories in Everybody's put the fiction-stories on their mettle.

Lawson — with his daring revelations of Frenzied Finance and the Insurance-Grafter.

Russell — with his astonishing tale of how the English make money out of their public utilities, turn that money into reducing taxation, and get better service beside.

Everybody's for January.

Everybody's Magazine 15 cents \$1.50 a year

Special representatives wanted for Everybody's Magazine in towns where there are no dealers.

ferred with. Business that will injure shipping will injure the railroads. I would suggest that the railroad build the bridge high enough to allow vessels to pass under it."

Author of the Protest.

Captain Harry Emken, who drafted the protest to be presented by the river pilots, said: "We have not had time to circulate the remonstrance among the shipping people for signatures, but will do so later on. In the meantime it will be signed by the pilots. A high bridge would be all right, but I doubt whether it could be constructed without enormous expense, as it would have to be about 250 feet above the water in order to accommodate the large vessels now visiting this port. It would probably be all right to dredge the channel to a depth that would furnish safe anchorage, but this would prove expensive, too, and so I would see the bridge built either near the Steel bridge, or else in the vicinity of Linnion, where there is plenty of deep water."

Wants Approaches Kept Open.

George Taylor, Jr., of Taylor, Young & Co., said: "While I am in favor of all railroads coming in that can possibly do so, at the same time I have always taken the stand, and do so now, that the approaches to the harbor should always be kept open in the very freest possible manner. At the present time, to move a large ship or steamer through the bridges, we are compelled to have two towboats for the safety of the vessel, and it appears to me that a bridge across the Willamette at the point contemplated will be a serious interference with shipping. At the same time, I am giving this opinion simply as an individual, and not as an engineer or riverman, although I know from handling ships that if there is any current in the river it is a difficult matter to handle ships through the bridges without two towboats. I would like to see arrangements made whereby the northern roads could cross the river over the Steel bridge. At any rate, the matter should be thoroughly considered before a bridge is built. By this I do not mean to say that a bridge being opposed to the Portland & Seattle Railway entering Portland; not at all."

PRISONER TAKES TO BRUSH

Deputy Sheriff Downey Has Difficulty in Recapturing Him.

Deputy Sheriff Sam Downey, one of the redoubtablest on the staff of one Thomas Word, High Sheriff of Multnomah County, was delegated yesterday to bring in to the County Jail a man known to the officials and the residents of one of the small stations on the Mount Scott line of the O. W. P. & Ry. system, as Joe La More, who is wanted on a charge of having induced a man named Everett Scully to steal a bicycle.

MARRIED IN AN OFFICE.

J. A. Cooper and Miss Creek Wedded at Dr. O. O. Fletcher's.

A wedding ceremony was performed at the offices of Dr. Oliver O. Fletcher, in the Alsky building, last evening, when John A. Cooper, a young business man of Salem, and Miss Helen M. Creek, Miss Hazel Creek, of Oswego. The ceremony was performed by Rev. Dr. B. Gray, of the University Park Congregational Church, who is an old-time friend of the bride and her family. Dr. Fletcher, who is a warm personal friend of the bridegroom, having graduated in the same class at the University of Kansas, acted as master of ceremonies. Owing to the inclement weather, relatives of the bride were unable to attend, and only a few of the immediate friends of the bridegroom were present.

MAP SHOWING THE SITE OF THE PROPOSED BRIDGE OF THE PORTLAND & SEATTLE RAILWAY COMPANY AND THE 25-FOOT CHANNEL FROM THE FOOT OF SWAN ISLAND TO ST. JOHNS.

