

FRONT STREET TRACTION COMPANY Application of Willamette Valley Traction Company Is Heard in Committee.

WHAT IT OFFERS TO DO W. D. Fenton Voices His Objections and Thomas McCusker Makes a Strong Plea for His Own Project.

Consideration of the front-street franchise occupied the attention of a special meeting of the joint streets and judiciary and election committees of the Council, yesterday afternoon, and while definite action was postponed for a week, it is believed a friendly feeling exists among the members of the two committees in favor of allowing the franchise to be used for electric road purposes.

Although no definite steps were taken in the direction of granting anybody's application for a franchise, the meeting, however, as well as important points indicating the deep feeling existing throughout the Willamette Valley for any means of transportation that would bring the communities in closer commercial and social touch with Portland.

The Willamette Valley Traction Company was well represented at the proceedings. Attorney C. A. Hardy, of Eugene, and John H. McNary, of Salem, appearing for the corporation, while attorneys Fred W. Mulkey and E. C. Bronough addressed the committee on behalf of certain front-street and South Portland property-owners, who were opposed to the granting of the franchise.

Some of the statements made by Mr. Bronough were of a nature which were bringing out a statement from Thomas McCusker, who was an interested listener to the proceedings, and whose plea in favor of the electric road was more in line with the committee.

Thomas McCusker's Statement. "It was under the impression," said Mr. McCusker, "that inasmuch as I was forced to resign from the Harriman system by reason of my application for this franchise, and owing to the fact that this franchise, and others had the effect of bringing out a statement from Thomas McCusker, who was an interested listener to the proceedings, and whose plea in favor of the electric road was more in line with the committee."

"I predicted some time ago, and so told some of the committee members, that the man people would not build along the waterfront, and, in fact, never intended to, and Mr. Fenton has confirmed that prediction.

"In some cases there are special switching charges of \$10 a car to Portland. Mr. Fenton says he does not believe his company can afford to pay \$10 or \$15 a car for transporting competing business down Front street. This appears strange when it charges the Northern Pacific Company \$10 to transport a car from the west side of the river to a point on the east side. The charge for one block on Fourth street is \$2.50, and for four blocks \$5 a car. Now, as a matter of fact, they cannot haul the empty car 100 miles and the loaded car back to the city.

"What He Offers to Do. Myself and associates asked for this franchise in good faith, and made all arrangements for financing it. We had in contemplation a road to Salem, and if these other gentlemen do not build it, we shall, and may do so anyway. A large packing plant was looking for location, and I suggested that we purchase 100 acres out of the city, and I would make the same switching charge as it would have to pay in the city.

was ignoring their interests, some radically-inclined citizens of the region even being disposed to adopt retaliatory measures. Mr. Mulkey expressed himself as satisfied with the good faith of the company, and as a front-street property-owner he considered the granting of the franchise a good thing for Portland, as well as the Willamette Valley.

W. D. Fenton's Objections. W. D. Fenton, chief resident counsel of the Southern Pacific, opposed the franchise, he said, upon purely personal grounds, and not as the representative of his company. As a front-street property-owner, he objected to the surrender of the street for any such use, and made the announcement that he was authorized to say that his company had considered withdrawal from every effort to go down the water front. On account of the objection of property-owners, he was unable to assist the committee in any reasonable project of going along the water front, and said he could only take the position of front-street property-owners, who were unqualifiedly opposed to granting the franchise.

guilted into pieces seemingly proper and safe, and there made drunk, brutally debauched, then in the dead hours of the night elected from these places into the street, besombed with whiskey and bedraggled with sin, to wander, as best they can, back to their dilapidated homes from whence they emerged only a few hours before pure and station. We are told of the heart-broken mothers who are agonized and almost frenzied over the blighting fate that has overtaken their beloved daughters, but not a word do we hear of the fathers.

Where Are the Fathers? Have the Young Girls of Portland No Male Protectors? PORTLAND, Jan. 26.—(To the Editor.)—We hear of the diabolical onslaught upon young girls in Portland who are treacherously be-

plung men, in order to avoid placing a draw pier like those of the present river bridges in the channel of the stream. To ascertain the feasibility of the bascule type, the Port of Portland Commission yesterday resolved to send, as a special committee to Chicago and other ports where it is in use, Captain A. L. Perse, acting president of the commission; John Driscoll, member of the commission, and J. C. B. Lockwood, engineer for the Port of Portland.

Refrigerator Car Service. Freight officials of the Harriman lines announce the inauguration of a refrigerator car service for the preservation of fruits, vegetables and perishable freight in transit from Portland to local stations on the Southern Pacific and O. R. & N., to become effective at once.

SECRET SESSIONS ADVOCATED BY SEVERAL MEMBERS OF PORT OF PORTLAND COMMISSION

Let's have no secret sessions, the public has as much right to be here as we have. Nothing by stealth or craft. No star chamber for mine!

ACTING CHAIRMAN CAPT. A. L. PERSE. JOHN DRISCOLL. H.M. 1906.

BASCULE DRAW FOR THE BRIDGE That Design Is Favored by the Port of Portland for Railway Structure.

WILL INVESTIGATE METHOD Special Committee Will Go to Chicago to Inspect the Lift Draws in Operation in That City and Report.

A lift or bascule draw, instead of a swing draw, for the Swan Island bridge of the north-bank road into Portland is wanted by the river pilots and other ship-

or recently, as shown by the soundings made by the pilots, and the Commissioners on their inspection last Thursday, when 22 feet was the depth where 25 feet had been dug out by the dredges.

Would Have Two Sections. The bascule draw would consist of two sections spanning the channel, and coming together at its middle. When ships were to pass through, each section would be lifted up in the air and swung back on a hinge, in the same way as the cellar doors in a sidewalk are opened. Each section would be poised on its hinges by a counterbalance, and would be operated by electric or steam power.

Insures Against Failure. From long experience we know just what can be done with a horizontally-swinging draw span; it is simple in construction, it can be supplied with a double set of machinery, each set being capable of working like either engine of a twin-propeller boat, and besides, it can be provided with a hand-operating mechanism. This is

all contemplated in the proposed design, so as to insure against any possible failure to operate.

PERSONAL MENTION. A. C. Sheldon, general agent of the Burlington, will return today from a short business trip to the South.

CHICAGO, Jan. 26.—(Special.)—Following Portland people registered at Chicago hotels: At the Auditorium—W. B. Dennis and wife, E. F. Merritt. At the Hamilton—G. B. Emmott, E. A. McKee, W. McBride. Great Northern—R. B. Hill and wife.

CHICAGO, Jan. 26.—(Special.)—Following Northwest people registered at New York hotels: From Portland—F. W. Funk, at the Everett; F. A. Krebs, at the Imperial; J. A. Dougherty and wife, at the Holland; From Spokane—J. W. Hoover, at the Imperial; C. A. Anderson, at the Everett. From Seattle—H. Leighton, at the Willcott; A. F. Bickford, at the Everett; J. D. Thomas and Miss E. M. Thomas, at the Holland.

Royal Baking Powder Absolutely Pure

Makes the finest, lightest, best flavored biscuit, hot-breads, cake and pastry. Royal Baking Powder is of highest quality, always pure, wholesome, uniform. The contents of each can are exactly like every other, and will retain their strength and freshness regardless of climate or season. Remember that Royal is a pure, cream of tartar baking powder, absolutely free from alum or phosphatic acid. Alum and Alum-phosphate powders are injurious Do Not Use Them

FAVORS TRACTION ROAD RESOLUTION PASSED BY CHAMBER OF COMMERCE.

Urges Granting Front-Street Franchise to the Willamette Valley Electric Railway. Satisfied that the Willamette Valley Traction Company means business and that it is not a promotion scheme, the Board of Trustees of the Chamber of Commerce yesterday morning adopted a resolution favoring the entrance of electric railways into Portland by the way of Front street. A copy of the resolution was submitted to the City Council yesterday afternoon. The Chamber of Commerce is the second commercial organization of Portland to take action on the front-street matter, the Board of Trade being on record as opposing the granting of any franchise on Front street except for an elevated roadway.

Yesterday morning Mayor Frank Waters, of Salem, appeared before the board and urged some favorable expression from the body. He stated that the Willamette Valley Traction Company was a bona fide corporation and that it had sufficient money back of it to carry out the work as planned. He laid emphasis on the point that it was no promotion scheme, but a legitimate business proposition, which would be of great benefit to the cities of the Willamette Valley and Portland. Resolutions were read from the Albany and Eugene Commercial Clubs and the Willamette Valley Development League. All urged favorable action towards the granting of the franchise to the Willamette Valley Traction Company. The resolution was then passed by the board of trustees without a dissenting vote. It reads:

Resolved, That the trustees of the Portland Chamber of Commerce favor the entrance into the city of electric railways by the way of Front street, south from Hoyt street, under such terms and conditions as shall require the grantee to switch the cars of any railroad over Front street at a maximum rate, both ways, of \$3 per car.

ROBBERY HIS LAST RESORT Son of ex-Attorney-General Garland Admits His Crime.

CHICAGO, Jan. 26.—Just a plain hard-luck story, with no excuses to offer," was the way William Garland, 34 years of age, summed up his own story after he had been arrested at State and Washington streets last night. Garland told the police he was the son of Augustus H. Garland, ex-United States Attorney-General. His actions had aroused the suspicion of two detectives and they found a piece of stone wrapped in a stocking concealed under his coat. He had been lingering near a large jewelry store for several hours. When taken to the central station he made the following confession: "I simply was down and out, and I had hunted for work without success. Then I read in the papers of the easy way in which hold-up men had smashed jewelry-store windows and got away with the goods, and I decided that I would turn robber."

Banquet on Lincoln Day. A big feast will be held February 12, at the Commercial Club, in commemoration of Lincoln's birthday, by the Portland Republican Club and the Young Men's Republican Club, at 11 a. m. Invitations are going out to many Republicans in all parts of Oregon from the invitation committee, composed of John G. Benning, Allan R. Joy, S. E. Joseph and C. U. Gantenbein. Other committees are: Arrangements—F. E. Beach, C. W. Nottingham, R. A. Prestora. Programme—Dr. O. P. S. Plummer, Charles E. Lockwood, H. C. Smith. Decorations—Will Fischer, C. C. Gantenbein, Dr. Emmet Drake, George S. Shepherd, Wallace McCamant. Printing—Charles E. Lockwood, S. C. Beach, George M. Orton.

Files Bankruptcy Petition. Roy G. Butler, of Portland, yesterday filed a petition in bankruptcy in the United States District Court, alleging that he had liabilities amounting to \$281.86 and assets to the amount of \$88.58. He has been engaged as a manufacturer's agent in the city for some time past and has also done business in New Mexico and elsewhere.