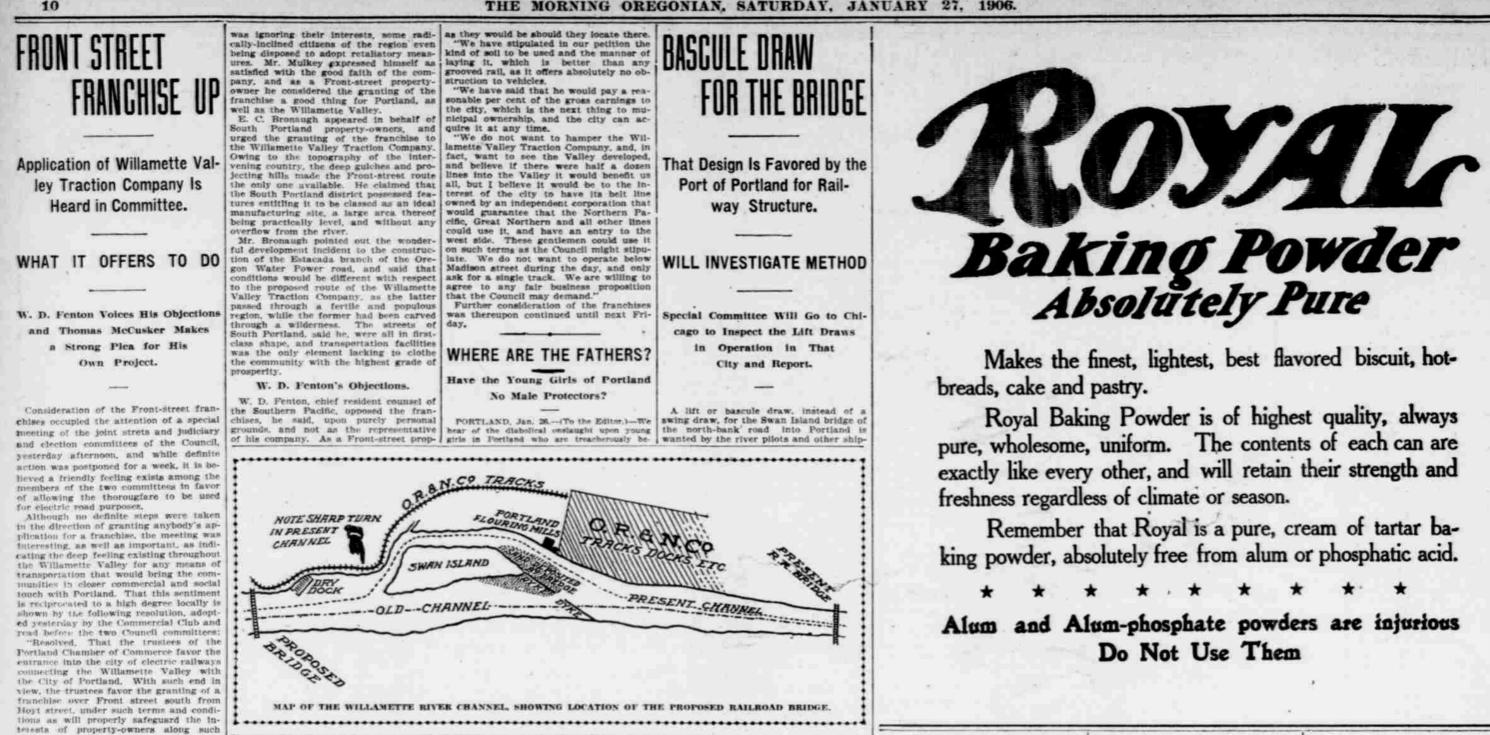
THE MORNING OREGONIAN, SATURDAY, JANUARY 27, 1906.



We do not favor a franchise for more than a single track north of Madison street, or the operation of cars north of Madison street except at night, and rec-Madison umend that any franchise granted shall require the grantee to switch the cars of any rallboad over Front street at a maxlinum rate, both ways, of \$3 a car."

Company Well Represented.

The Willamette Valley Traction Company was well represented at the proceed-ings. Attorneys C. A. Hardy, of Eugene, und John H. McNary, of Salem, appearing for the corporation, while Attorneys Fred W. Mulkey and E. C. Bronaugh addressed the committee on behalf of certain Front-street and South Portland property who approved the idea of permiting the company to enter the city by Frank R. Chambers, of Barroute tow & Chambers, consulting engineers for the road; A. Welch, its manager, and E. W. Hall, associated with Welch, were also on hand to lend moral support to the pplication. Chambers offering frequent roggestions relative to surveys. W. D. Fenton, resident chief counsel of the Southern Pacific, and F. I. Fuller, pres-ident of the Portland Rallway company, were interested superiors, the interested spectators, the former taking an active part in the proceedings. The franchise sought by the Willamette Valley Traction Company is merely the application of T. R. Sheridan in amended having transferred whatever

rights he possessed in the premi Attorney John H. McNary called atgreat many people have been laboring unon that I was working that company that Mr. tention to several clauses in the der the impress interest of that con mand that while section 8 prescribed the comple-Fenton would have indorsed my application, but it seems he does not look tion of the road within two years from the date of the approval of the ordi-nance, his company had arranged to as much favor on mine as upon the other. "I prodicted some time ago, and so told complete sooner than that period, and he thought the road would be in operasome of the Councilmen, that the Harrithe mought the road would be in opera-tion within 12 months, unless some-thing unforseen arose. He stated further that his attention had been called to a slight ambiguity in section 15 mough about that the section man people would not build along the waterfront, and, in fact, never inter to, and Mr. Fenton has confirmed that prediction "His statement to the effect that the 16, and asked that the word "inclusystem which he represents is not an obbe stricken out whenever it apstive' structionist is somewhat surprising in the light of recent events along the north plied to certain yearly payments der the franchise, except after the 25th bank, In regard to the size of the rail, Mr. "Some months prior to Mr. Sheridan's application for a franchise, I went to the manufacturers in South Portland and re-McNary expressed the opinion that his people would favor almost any weight or style required by the city, although quested them to join me in this enter-prise, as they were vitally interested, but otherwise it was the intention to equip with 70-pound T-rails, they told me that they had the matter up with Mr. O'Brien, of the O. R. & N. Co., and were under promise to support Would Make Forfeiture Clause. It having been intimated that the but in the event that he did not build the line, then they said positiv that they would support me, and I h no doubt that they are living up to that promise in supporting my opponents. "I agree perfectly with Mr. Bronaugh competitive line, and under the circum stances the Willamette Valley Trac-tion Company was willing to have a that something should be done to relieve the situation in that district, and no one knows better than I under what a handiclause inserted making the franchise forfeitable in case it is assigned to the cap the South Portland industries are laboring, as I have been in touch with the situation for 18 years, and have frequentuthern Pacific Councilman Shepherd thought that section 18 ought to be amended so as to permit the city to acquire the road at any time instead of after the exly discussed such a franchise with the people in that neighborhood. "Mr. Fenton seems to be unable to say just what a handicap is placed on their piration of five years, but Mr, McNary said he was in no position to agree to shipping, so I will undertake to enlighten this without consultation with his as-"To certain Minnesota territory, such as sociates. St. Paul and Minnespois territory, such as St. Paul and Minnespois, the South Port-land manufacturers are required to pay 7% cents a hundred pounds more than the manufacturers in the terminal yards, which amounts to about \$55 a car, which is prohibitive: consequently they cannot set into that market Some of them ented Councilman Vaughn also favored the elimination of the 5 per cent interest clause from this section, carrying a provision that the city could acquire the property after five years for a sum equivalent to the actual cost of con-struction, without the addition of any interest thereon, claiming that the to haul their lumber across the city and to haul their lumber across the city and company would have the profits of the load in the terminal yards, but even this road during that period, and that ought they do not try to compete in that maro be sufficient recompense for the investment. "For the California trade, they are or Attorney Charles A. Hardy appeared ilon Company, and represented that there was a strong sentiment throughwere assessed 25 cents a ton over the Portland rate for the haul from Corvallis there was a strong sentiment through-out the Willamette Valley in favor of to Albany, so that they are restricted to certain territory, taking a higher rate, He called attention to the his road.

McCusker,

erty-owner, he objected to the surrender of the street for any such use, and made the announcement that he was authorized say that his company had concluded withdraw from every effort to go down the water front. On account of the oldection of property-owners, he was un-able to assure the committee of any rea-sonable prospects of going along the water front, and said he could only take the position of Front-street property-owners who were unsuitifiedly opposed owners, who were unqualifiedly opposed to granting these franchises. He also thought that if any franchise could be

secured down Front street, it ought to go to the Southern Pacific, although Mr. Fenton did not advance many convincing rguments to sustain this view of the ited Los Angeles and other cities in sup-bort of his theories, and upon this hy-bothesis claimed that he was not before he committee as an obstructionist. Some of the statements made by Mr. enton and others had the effect of

bringing out a statement from Thomas McCusker, who was an interested lis-tener to the proceedings, and whose peti-McCuske tion for a franchise over the same route is likewise before the Council.

Thomas McCusker's Statement.

"I was under the impression," said Mr. "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 a

guiled into places seemingly proper and safe, and there mude drank, brutally debauched, ihen in the dead hours of the night ejected from these places into the street, bemuddled with whisky and bedraggied with sin, to wander, as beat they can, back to their dis-honored homes from whence they emerged only a few hours before pure and sinism. We are told of the heart-broken mothers who are agonized and almost frenzied over the blighting fate that has overtaken their be-loved daughters, but not a word do we hear of the fathors. Are all these most unfortunate

fatheriess? Do these noble protectors of women, as the world is wont to call men, careful to select, as their prey, the young girl who is unprotected by a father, to es cape the retribution that an enraged father ituation. He said he realized that sub-rban roads were bound to be built, and fatherk any more who stand in defense of their daughters' virige?

There was a time, we have been told, when a man's home was his citadel, where his daughters rested in perfect security against the inroads of the base and vile, protected hy a faiber's strong arm. The battlements bis fortrees were armed with something mo than a mouthplece. Powder and lead were fashion in those days. The would-be destroyers of the inreases the faiber's easile were sometimes ornamen of with a believe to the stress ornamen

ed with a bullet in the head, a reward for herculean efforts to destroy. A decoration herculean efforts to destroy. A decoration not altegether unbecoming or undeserved by some in these days, but, slas! there see be no brave fathers to beetow. This smells of human blood, some whisper. When we catch the stench of moral rottenness that wells up from the pits of infamy into which

young girls are plunged, we think blood would amell no worse. MARY OSBOR

plug men, in order to avoid plucing a draw pler 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, Capitain A. L. Pense, acting president of the commissi 12 John member of the con Dris J. C. B. Lockwood, engineer for the Port of Portland.

The committee will start eastward to morrow morning, and will be gone two or three weeks. Until its return, the com-mission will reach no decision as to whether the bridge should be placed at Swan Island, or whether it should be 20 feet above low water, as proposed by the rallroad, or 60 feet, as suggested by W. B. Ayer, or whether a lift draw should substituted for the swing draw.

Would Have Two Sections.

The bascule draw would consist of two sections spanning the channel, and com ing 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 hinge by a counterbalance, and would be operated by in the center of the channel for the draw spans of the present bridges across the Willamette. The pier is an obstruction to the channel, and causes it to shoal. The objection to the bascule draw for the Swan Island bridge is that it would be too

er recently, as shown by the soundall contemplated in the proposed de ings made by the pilots, and the Com-missioners on their inspection last Thursday, when 22 feet was the depth sign, so as to insure against any pos-sible failure to operate. The hand-operation of a swing draw is very easy, and is beyond the stage of experiment. This is not so with the various types of bascule bridges, where where 25 feet had been dug out by the dredg

Ralph Modjeski's Contention.

Ralph Modjeski, chief engineer of he bridge work for the railroad, mainains that the bascule bridge is imracticable. In a report addressed to he Commission, he says:

a hand-operating mechanism in con-nection with lift bridges, but in one "The proposed bridge will carry a double track, and will be designed for the heaviest traffic; these two facts would make a lift bridge of 200-foot opening very unwieldy and unreliable. case known to the writer it takes 20 minutes to open the span, although it is only a light highway bridge. To open a double-track rallway bridge of 200 feet clear span by hand would cer-tainly consume not less than an hour. There are a number of bascule bridges in Chicago and other Eastern cities, and while as a rule they operate in a and the writer very much doubts that It could be opened by hand at all in rainy weather." Mr. Modjeski says that the pier of fairly satisfactory manner, the ma-jority of them are highway bridges and of a much shorter span than here the swing draw would be only 40 feet wide-not nearly so wide as those of proposed

"While the writer does not deny that a lift bridge of 200-foot span, clear opening, is feasible, yet there will create no perceptible disturbance in current." he says, "as is demon-strated by float-line measurements in the Columbia River at Vancouver, near the existing pier." are two important factors on this river which should lead to the adop-tion of a movable structure that could be absolutely relied upon to operate at all times. One is the large number counterbalance, and would be operated by electric or steam power. This type of draw does not need the piers that stand fact that at no time during the can the machinery be dismantled overhauled and proper repairs made "If there were a time here in the Winter when navigation is closed on account of cold weather and ice, as is the



RESOLUTION PASSED BY CHAM BER OF COMMERCE.

Urges Granting Front-Street Franchise to the Willamette Valley

Electric Railway.

Satisfied that the Willamette Valley Fraction 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 elec-tric railways into Portland by the way of Front street. A copy of the resolution was submitted to the City Council yester-day 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 Wa-ters, of Salem, appeared before the board and urged some favorable expression from the body. He stated that the Willamette Valley Traction Company was a fide corporation and that it had sufficient

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It having been intimated that the company was owned by the Southern Pacific, the attorney said that if the committees grant the franchise it will be done with the view that it is for a

and as a great many of these industries are above deep water, they cannot use fact that the Willamette Valley Im-provement association, the delegates the river as an outlet.

to which were elected by the Mayors, Judges of the County Courts and municipal organizations of nine counties, and passed resolutions at Albany fa-voring the electric road, and that the people in the communities named were practically unanimous in favor of elec railway communication with Port-

Mr. Hardy referred also to the recent business men's excursion up the Valley, pointing out the sentiment of local speakers on that occasion as strongly favor-ing keeping in touch with the towns of the upper Valley, and described how this ling was reciprocated by the latter, stated further that the road would open up a large area of dormant country

and felt that the prosperity of Portland and the Willamette Valley was identical Fred W. Mulkey favored the construcof an electric road, as well as the ting of a franchise down Front street. He admitted that heretofore he had been

"In some cases there are special switch-ing charges of \$10 a car to Portland. "Mr. Fonton says he does not believe his company can afford to pay \$5 or \$5 a car for transporting competitive business down Front street. This appears strange. when it charges the Northern Pacific Company 30 to transport a car from the weat side of the river to a point on the cast side. The charge for one block on Fourth street is \$2.50, and for four blocks

S a car. Now, as a matter of fact, they cannot haul the empty car 100 miles and the loaded car back for \$5.

"So far as I am concerned, I am satis fied that I can handle this busin \$2.69 a car and will agree to do so. iness fo

What He Offers to Do.

"Myself and associates asked for this franchise in good faith, and made all ar-rangements for financing it. We had in contemplation a road to Salem, and if these other gentlemen do not build it, we

opposed to the operation of steam car-lines within the congested portions of the city limits, but with electric roads it was different. Mr. Mulkey corroborated Mr. Hardy relative to the strong senti-would make the same switching charge as ment existing throughout the valley in favor of the road, and set forth that an impression prevailed there that Portland Peninsula and be dominated by one road,

Refrigerator-Car Service. Freight officials of the Harriman lines

nnounce the inauguration of a refriger-tor-car service for the preservation of fruits, vegetables and perishable freight in transit from Portland to local stations on the Southern Pacific and O. B. & N., to come effective at once Cars will be forwarded from Portland

for Huntington and intermediate points North Bank Road, would open gaps and Spekane and intermediate points each 205 feet wide on each side of the every five days. The service will accom-modate perishable freight offered for

heavy and ponderous for operation, and the case in the Middle and the Eastern that, should the operating machinery get out of order, the draw could not be opened. If the span were to be 200 feet

ong-the width of the channel-each sec in Portland. The swing draw, as proposed by the

States, there would be less objection to a bascule bridge, because the machinery could be overhauled in that time Here the bridge must be ready to operate at all times. Insures Against Failure.

From long experience we know just what can be done with a horizontally-swinging draw span; it is simple in onstruction, it can be supplied with a every five days. The service will accom-modate perishable freight offered for transit at intermediate points, and will prove a decided benefit to fruit and vege-table growers and meat dealers through-

SECRET SESSIONS ADVOCATED BY SEVERAL MEMBERS OF PORT OF PORTLAND COMMISSION

SAD G.B. THOMAS_ LETS HAVE NO YTROWCHIR.L THE PUBLIC HAS THOUGHT THE AS MUCH RIGHT PUBLIC SHOULD TO BE HERE AS DUCK WE I SHALL DO P.L.WILLIS OR CRAFT: NO" STAR 20 -2 10 IDER PUBLICON ENNIGSURDI GAS ADAMS WAS IN FAVOR OF THE STAR CHAMBER EVERY MINUTE OF ACTIN G CHRIRMAN CAPT. A.L H.M.1906 PEASE. DRISCOLL

agent of return today from California, where he went to conduct the business men's excursion

the machinery is naturally more com-plicated, where the wearing parts are

more numerous, and where the hand

operating mechanism is impracticable. Attempts have been made to provide

some of the bridges in Portland.

PERSONAL MENTION.

A. C. Sheldon, general agent of the But

susiness trip to the Sound.

William McMurry, assistant

agton, will return today from a short

C. V. White and J. C. Mantor, two Seattle advertising men, were in Portland yesterday on their way home from the session of the Pacific Coast Advertising Men's Association at Los Angeles. They brought word that R. M. Hall, advertising the manager of the O. R. & N., had been elected vice-president of the Association for Oregon, while Mr. Mantor fills the same position for Washington.

"It

CHICAGO, Jan. 26.-(Special.)-Following Portland people registered at Chicago otels:

At the Auditorium-W. B. Dennis and wife, E. F. Merritt. At the Grace-G. B. Emmott, E. A. Mc-

Kee, W. McBride. Great Northern-R. B. Hill and wife

NEW YORK, Jan. 36-(Special.)-Foi-

lowing Northwest people registered at New York hotels: From Portland-F. W. Funk, at the Everett; F. A. Kribs, 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 Wil-

J. D. Thomas and Miss E. M. Thomas, at the Holland.

Seek Damages for Being Hurt.

The suit of Herman Metzger and Josephine Metzger, his wife, against Dr. By-ron E. Miller for \$700 damages for injuries sustained because of a collision between a horse and buggy and an auto-mobile on Washington street, near Twenmobile on washington areet, near tweet tieth street, was tried by Judge George yesterday and was taken under advise-ment, Mr. and Mrs. Metzger occupied the buggy and Dr. Miller was in the automobile. Mr. and Mrs. Metzger testified that Dr. Miller ran into their rig, injured the horse, broke the buggy, and caused Mrs. Metzger to be thrown out on the ground. It was stated that her life was imperiled nd she sustained a severe nervous shock and her clothing was torn.

Various witnesses were called. For the defense Dr. Miller testified that he was not to blame for the accident, and that the horse and buggy ran into his automo-bile. J. R. Stoddard and S. C. Spencer were the attorneys engaged in the case.

Banquet on Lincoln Day.

A big feast will be held February 12, at A big reast will be need reotury in at the Commercial Club, in commemoration of Lincoin's birthday, by the Portland Republican Club and the Young Men's Republican Club, at \$1 a plate. Invitations are going out to many Republicans in all parts of Oregon from the invitation committee, composed of John Gill, Ben Selling, Allan R. Joy, S. E. Josephi and C. U. Gantenbein. Other co Arrangements-F. E. Beach, C. W. Not-tingham, R. A. Prestors. Programme-Dr. O. P. S. Plummer, Charles E. Lockwood, H. C. Smith, Decorations-Willis Fisher, C. U. Gan-

tenbein, Dr. Emmet Drake, George S. epherd, 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 Habilities amounting to 4251.58 and assets to the amount of 2565.58. He has been engaged as a manufacturer's agent in the city for some time past and has also done business in Nam Martine and has also done business in New Mexico and

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 th the cities of the Willamette Valley and Portland. Resolutions were read from the Al-bany and Eugene Commercial Clubs and 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:

vote. It reads: Resolved, That the trustees of the Port-iand Chamber of Commerce favor the en-trance into the city of electric rallways con-necting the Willamette Valley with the City of Portland. With such end in view, the trustees favor the granting of a franchise over Front street, south from Hoyt street, under such terms and conditions as will properly safeguard the interests of property-owners along such street. We do not favor a franchise for more than a single track north of Madison street, or the operation of cars north of Madison street, or the operation of cars north of Madison street arcspt at night, and recommend that any franchise granted shall require the grantee to switch the cars of any rallroad over Front street at a maxi-mum rate, both ways, of 53 per car.

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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, 24 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 jew-elry store for several hours. When taken stocking concealed under his coat to the central station he made the follow-

ing 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 jewelrystore windows and got away with the goods, and I decided that I would turn

The police found in his rooms several mfinished stories, which evidently he was preparing for a magazine, and a college

The arrest of Garland was the first result of the work of a squadron of detec tives detailed to guard the jewelry stores after the many recent robberies. Windows of two stores were smashed yesterday by men who escaped with jewelry valued at \$1000.

Dismisses Suit Over Stable.

Hogue & Wilbur, attorneys for William Jacobsen, a contractor, who sued Wells, Fargo & Co. to prevent the building and ict of a stable at Seventeenth and Northrup streets, yesterday dismissed the proceeding; also a suit against City Aud-itor Deviin and Thomas Mann, building inspector, to prevent the issuance by them of a building permit to Wells, Pargo & Co. Jacobsen is a property-owner in the neighborhood, and he invoked a city ordinance which provides that a stable to contain over six horses shall not be main-tained without the written consent of all owners of property within 200 feet of the stable. Wells, Fargo & Co., through Snow & McCamant, attorneys, were pre pared to fight the constitutionality of the

SECRET SESSIONS NOTHING BY STERLIH

CHAMBER FOR MINE!