

HIGH BIDS FOR FRONT STREET

Traction Lines Meet in Keen Competition.

FRANCHISE UP AT AUCTION

Willamette Valley Co. Will Build Line Free and Pay \$50,000.

LEASE AT BIG REVENUE

In Twenty-five Years City Would Receive About \$500,000—United Railways Co. Offers \$150,000 Cash During 25-Year Term.

WHAT THE RIVAL TRACTION COMPANIES OFFER.

Willamette Valley Traction Company.
To build standard-gauge electric streetcar line on Front street from Jefferson street to the Union Depot and give it to the city outright. The cost of construction is estimated at \$60,000.
To pay into the city treasury \$50,000 during 25 years of franchise.
To lease line from city and pay city \$1 for each car hauled over it, provided the city will allow charge of \$2.50 a car for cars of other companies. This, it is estimated, would yield the city \$18,250 a year, or \$456,250 net income during term of franchise.
Total return to city, \$396,250.

United Railways Company.
To pay \$150,000 into the city treasury during the next 25 years, payments to be made as required by the Executive Board.
It will build the line down Front street and will allow other companies equal rights thereon.
Instead of the fixing of rates for the use of the tracks by other companies by arbitration, as at first proposed, the United Railways Company is willing to have all companies desiring entrance to the city by that line use the road and pay no rate assessments to keep the line open, making the road common property so far as operation is concerned.

Counter propositions, each offering greater inducements than the previous one, to secure the favor of the street committee, with the United Railways Company and the Willamette Valley Traction Company bidding against each other for the front-street franchise, were so numerous at yesterday afternoon's session of the street committee that the Council chamber resembled an auction room, with Chairman Vaughn as the auctioneer. From the Los Angeles capitalists, seated on one side, would come arguments and propositions, to which the Willamette Traction people replied with other equally as alluring promises.

Hidden somewhere in a weary waste of words lies the decision of the street committee on the vexed question of the front-street franchise. The matter was talked over all yesterday afternoon and consideration was continued until Friday. The members of the street committee are apparently no nearer a solution of the problem than three months ago, when the franchise down Front street was first asked.

Make Counter Proposition.

At the session yesterday the ordinance proposed by the Willamette Valley Traction Company was read in detail and further explained by Attorney W. E. Thomas, counsel for the Willamette Traction. The United Railways Company, through W. T. Muir, counsel for the Los Angeles capitalists, countered with the proposition that it would pay to the city during the 25 years of the life of the franchise, \$150,000, which they allege is \$10,000 better in cash than the Willamette Company proposes.

To meet this, the Willamette Traction made a verbal agreement with the street committee to lease the front-street line, after building it and giving it outright to the city, paying to the municipality \$1 for each car hauled over the line, provided the city would allow the Willamette Traction Company to charge \$2.50 a car for the service, which is the sum named by the United Railways Company for hauling cars of other companies over the line. This is estimated to yield an annual revenue of \$18,250, or \$456,250 during the 25 years' life of the franchise.

After threshing the matter out for three hours yesterday, the street committee had not determined which company promised the city the best returns for the franchise. Each side is showing impatience over the long-delayed verdict, as both companies realize that on account of the early Spring much construction can be accomplished before the acute scarcity of laborers, which is expected when Summer opens. The Willamette Traction expects to span the Willamette during the Summer, and in order to complete its bridge must accomplish the work during low water. Preparations should be well under way already to succeed this Summer.

At the session yesterday the United

Railway representatives occupied seats on one side of the Council chamber, while on the opposite side of the horseshoe sat the Willamette Traction supporters. Between the two factions were neutral interests, among other lines represented in this group being: F. I. Fuller, president of the Portland Railway Company; W. D. Penton, counsel for the Southern Pacific, and O. F. Paxton, counsel for the Portland Railway Company.

A remonstrance of 18 property-owners on Flinders street, representing about 1700 feet along that thoroughfare, protesting against the issuance of a franchise to the Willamette Valley Traction Company, was presented and filed.

W. E. Thomas Explains.

W. E. Thomas was called upon by the committee to explain the proposition of his client, the Willamette Traction, and said it was the purpose of that company that the line down Front street should become the property of the city absolutely. "The charter provides for such procedure," he said, "and the city may lease the line to any company it wishes. We agree to haul the cars of other companies at the actual cost of such service, plus 10 per cent, with no switching charges. If the city would build the line and do it as quickly as our company will do it, we would be quite willing to save our \$50,000, but we know if the city undertakes the matter it will probably take five years to construct the line."

O. F. Paxton introduced an amendment to the ordinance, providing the laying of a third rail in case it became necessary to do so to accommodate cars of a different gauge than standard. This suggestion was taken under advisement by the committee.

Makes New Proposition.

William T. Muir, attorney for the United Railways Company, made a new proposition to the street committee to strike out the provision in the United Railways ordinance providing that other companies might use its tracks on Front street at rates to be fixed by arbitration, and to substitute therefor a stipulation that the line should be common property as far as trackage rights go, and each company using them should contribute a pro rata amount to keep the road in condition. "The proposition is always attractive in itself when someone says to you, 'I am going to give you something,'" said Mr. Muir, "but the United Railways Company will make a better proposition than the Willamette Traction. That organization agrees to build a line at the cost of \$60,000 and give it to the municipality, and in addition pay \$50,000 to the city during the 25 years of the franchise. We will agree to pay to the city, in such sums as shall be determined by the Executive Board—\$150,000 in 25 years. This is \$40,000 more money to the city than the opposition offers, and it is all in money."

Springs a New Surprise.

The Councilmen on the street committee sat hugging themselves, as they thought of the money the city was to realize on its franchise, but more was to follow. After a short speech by President J. Whyte Evans, of the United Railways Company, and B. L. Cohen, who represented the Real Estate Exchange and doubted if the city was ready to undertake municipal ownership, William S. Barstow, of the Willamette Traction, rose and sprung a new sensation that caused the Councilmen to stare more than ever.

"After giving this line to the City of Portland," said he, "we will agree to lease it from the city to operate and to pay into the municipal treasury \$1 for every car hauled over the track, providing we may charge \$2.50 a car for this service, which is the sum named for the haul in the ordinance submitted by the United Railways Company. Estimating 50 cars a day are taken over the line, this will mean an income of \$18,250 a year, and for the 25 years will mean an enormous sum. This will be realized by the city without a cent invested."

Defers Action Till Friday.

This was like the dropping of a bombshell in the midst of the opposition and it is likely they would have come back with some other proposition, but it was getting late and a resolution was read from the trustees of the Chamber of Commerce

(Concluded on Page 16.)

MISSING LIFE INSURANCE MAN IS FOUND.

Thomas D. Jordan, formerly controller of the Equitable Life Assurance Society, who was wanted during the recent insurance investigation in New York, at present stopping with his wife at a hotel in Hot Springs, Ark.

Mr. Jordan did not care to make any statement to the press concerning his absence from New York, but his wife said:

"I am sorry we have been found here. It will cause too much needless publicity."

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RIPLINGER WINS BY SMALL MARGIN

Heart-Breaking Finish in Race With Moore, Fusion Candidate at Seattle.

ALL REPUBLICANS ELECTED

Combination of Labor Union and Friends of Municipal Ownership Makes a Very Strong Showing at the Polls.

SEATTLE, March 7.—(Special.)—Reports from 64 precincts complete, give Riplinger (Rep.) 14 plurality over Moore (M. O.).

SEATTLE, Wash., March 6.—(Special.)—John Riplinger has been elected Mayor of Seattle, but he slips through with a

vote. It was authoritatively announced tonight by S. W. Harmon, chairman of the fusion committee, that he would demand a recount of the First Ward vote.

Fraud Alleged in First Ward.

Without particularizing, Harmon claims the ward officers stuffed the ballot-box and committed other election crimes. There was no evidence of this that casual election-day visitors could find, but the detection indicated an intention on the part of the Moore managers to contest the election.

"Riplinger was cut desperately in the 'Hill' districts. In these precincts no intimation of a fight had been given, but the election returns show that Moore had a working organization that was remarkably successful, but the suburban districts the municipal ownership vote was held down unexpectedly. This accounts for the Republican success."

Fine Election Weather.

The election itself was uneventful. The weather conditions were unusually favorable. All day the sun shone brightly, and the early morning poll beat all previous records. During the afternoon the labor vote was cast, many of the unions demanding a portion of the day as a holiday. The Republicans had a large number of carryovers, but the municipal ownership and labor union supporters walked.

In the First Ward there was some trouble over an attempt to bar challengers from the polling places, but this did not last long. One case was reported to the police where a man voted on another's name.

Republican campaign workers had signs

WHAT THE GIFT OF THE FRONT-STREET LINE TO THE CITY WOULD MEAN

In order that there may be no question as to the value of the gift of the front-street line (when constructed) from the Willamette Valley Traction Company to the city, W. S. Barstow, secretary of that company, has made the following statement:

"In event of the City of Portland granting the ordinance now pending in the name of the Willamette Valley Traction Company, the latter will agree to lease from the city for a term of 25 years, or the term of the franchise, the belt line on Front street given to the city, paying in consideration therefor the sum of one dollar per car for each and every car hauled over the front-street line, relieving the city of all maintenance and repairs."

"This lease, on the basis of 50 cars per day, will bring a revenue into the city treasury of \$18,250 per year at the present time, or \$456,250 net income to the city during the term of the franchise. There is no question but that during the last years of the franchise the number of cars will exceed 50 per day, so that it is perfectly safe to prophesy that the Willamette Valley Traction Company under its lease will pay into the city treasury during the 25 years \$456,250 without expense to the city for management or maintenance. The only stipulation the Willamette Valley Traction Company will make will be that it be allowed to charge the same rate per car as provided for in the United Railways ordinance now pending, namely, \$2.50 per car. This by no means limits the possibilities of the front-street gift, as the city will own this line in perpetuity, the Willamette Valley Traction Company merely leasing it. At the end of the 25-year franchise of the Willamette Valley Traction Company or on the expiration of the lease the city will still receive an income, so that there is no reason why, if this property is properly handled by the city, a yearly net income of at least \$20,000 for all time could not be secured."

"This offer of leasing from the city does not in any way affect the provisions in the ordinance now before the Council."

"First—That the Willamette Valley Traction Company give the front-street line to the city outright."

"Second—That they pay into the city treasury \$50,000 during the 25 years as provided for in the ordinance."

"Third—That they deposit \$50,000 in cash or bond that they will complete the road to Salem in two years."

"Fourth—That all railroads offering business or wishing to connect will have equal rights."

"It is hoped that the committee and Council will consider the question of the front-street franchise at an early date as possible so that work on the Willamette River bridge can be started during the coming Summer at low water. Unless this franchise matter is settled very shortly the advantage of the low water period this year will probably be lost and the question of completing the road will be a serious one."

plurality over Moore, the Municipal Ownership-Labor Union candidate, so small that it pains one's eyes to look for his margin. The returns, practically complete from all wards, indicate the entire Republican ticket has been successful.

At Republican headquarters the defeat of George W. Hill, Councilman candidate from the Eleventh Ward, is conceded, but this attitude is not borne out by the returns. Hill is running ahead of James Kelso, the Labor Union candidate, sent against him in the Municipal Ownership fusion.

Frank P. Mullen, Republican candidate for Councilman-at-large, has been cut unmercifully. He has been in the Council so long that he has collected a series of enemies who made a bitter fight against him today. Mullen was a member of the corporations committee that handled the application of the Chicago, Milwaukee & St. Paul application for a franchise here. He demanded concessions from the road that made him a target for those voters who believed the system was being held up by the Councilmen. In addition he was a member of the streets committee and responsible for most of the big improvements ordered in Seattle recently. Out of all of these grew enemies for Mullen.

Contractor Dow Runs Strong.

Matthew Dow, the contractor who the labor unions supported for the Mayorality nomination, ran well up with Moore, the Municipal Ownership candidate for Mayor. He had the labor union support practically solid and the endorsement of those opposed to other candidates for Councilman-at-large.

The surprise of the election, leaving the Mayorality aside, was the showing of the fusion between the Union Labor and Municipal Ownership faction. All over the city the fusion ticket showed unexpected strength and made an election count that is alarming to the financial interests which have fought the labor unions and the municipal ownership issue.

Were Moore alone strong it could be shown his personal popularity pulled him up, but the strength of the entire ticket shows a remarkable following of the unions and municipal-ownership advocates.

Union Men Put Up Good Fight.

The organization of the labor unions, extending to the men in charge of each factory, was the most complete ever attempted here. Union men accepted assessments for campaign purposes without question and then voluntarily did duty in bringing out the vote on election day.

The First Ward saved Riplinger. This is the district that heretofore has been strenuous in its support of the wide-open policy. Riplinger declared, and probably will carry out, a closed-town doctrine, but the First Ward voted for him enthusiastically.

Though returns are incomplete, the fusion management inferentially conceded defeat in its treatment of the First Ward

HAS COME HOME TO FACE MUSIC

Andrew Hamilton Returns Regardless of Bad Health.

CHALLENGES HIS ACCUSERS

Insurance Lobbyist Says He Returned Because He Heard of Criminal Charge—Talks of Men in Glass Houses.

NEW YORK, March 6.—Andrew Hamilton returned to New York today on the steamer Deutschland, on which he was registered under the name W. Milton. Mr. Hamilton was at the head of the legislative bureau of the New York Life Insurance Company and had charge of the legislative work of several of the large companies. Explaining the cause for his return to the United States, Mr. Hamilton said today:

"I heard something about criminal proceedings and here I am."

Gave McCall Vouchers for All.

Mr. Hamilton's connection with the New York Life was mentioned at length in a recent report of the Fowler committee, and it was urged that he return to New York. John A. McCall, shortly before his death, sold his Long Branch home in order to return to the New York Life money which it is alleged he advanced to Hamilton without proper vouchers. Mr. McCall maintained both during the insurance investigation and after he resigned the presidency of the company, that he would trust Andrew Hamilton with every penny he had.

Commenting today upon Mr. McCall's death, Mr. Hamilton said that he gave the former president of the New York Life vouchers for all expenditures, and that to any and all of these vouchers Mr. McCall would have given a certificate of indisputable character. He said that he registered under an assumed name on the Deutschland in order to have his return voyage free from annoyance.

"I have something to say," he says, "but not much. I know practically nothing as to the nature of the Fowler report. It will be time enough for me to talk about it when I have become familiar with it."

Back to Face Music.

"What I suppose you want to know

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Trust Is After Tin Works.

STUEBENVILLE, O., March 6.—The efforts of the steel trust to secure the Pope Tin Works here, through the Laclede Iron Works, developed today at a directors' meeting of the latter company. About \$1,000,000 is involved in the deal. It became known that the steel trust has secured directors in the Laclede plant, but the independents were powerful enough at the preliminary meeting to block the deal for the tin works.

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ALDRICH DEAD AS SENATE LEADER

Action on Rate Bill Is Political Suicide.

NEW MAN WILL TAKE REINS

Spoooner Most Likely If He Starts Right.

FIVE VERY SAD SENATORS

Champions of Railroad Cause Discredited in All Quarters—Tillman Coming to Front as Democratic Leader.

WASHINGTON, March 6.—Important changes in the management of the United States Senate are expected to result from the fight which is destined to end in the passage of the railroad rate bill; changes that will affect both parties and which will develop new leaders to replace the men who have held the reins for a long time on either side of the party aisle. Such a result was not expected when the rate fight began; indeed the old leaders had such a firm hold on their respective parties in past struggles that it was believed they would manage to retain control. But this is not the case.

For a decade Senator Aldrich, of Rhode Island, has been the recognized Republican boss, and he has had pretty much his own way in the control of legislation in which he was interested. He cracked the whip; the small coterie of trusted Senators who stood with him passed the entire country. His dictators were carried out to the letter. But Mr. Aldrich is a politician of the scheming sort; his strength lay in his ability to plan and to connive and to intrigue. He was not a leader in the accepted sense of the word; he did not carry his rights into the Senate, openly espousing the cause he championed and led his party on to victory. His work was on the quiet; he left the actual show leadership to other Senators whom he could trust.

Leader of Corporation Forces.
But through all his career as party leader, Mr. Aldrich has worn the brand of corporate interests; he has been looked upon in the Senate and by the entire country as a "corporation Senator," and the people were suspicious. His leadership did not benefit the party; it did not elevate the Republican majority of the Senate in the estimation of the people. The very fact that the Senate followed Aldrich is responsible, more than any other cause, for the widespread denunciation of the Senate as a tool in the hands of the trusts. A vast majority of the Senators are not trust men; a great many are falsely accused, as a matter of fact, but when they submitted to the dictation of Mr. Aldrich, they laid themselves bare to this criticism, for they were indirectly instruments in the power of corporations, and the Senate itself now suffers from ill-repute that has swept the entire country. A body of trust men, more than any, and all because of a bad break made by Mr. Aldrich in forcing Senator Tillman to report the railroad rate bill to the Senate. Mr. Aldrich himself is now aware that he made a serious blunder; he knows that his rashness, due to temporary loss of self-control, is costing him his leadership and, to his intense chagrin, he sees President Roosevelt and his friends taking up the reins and driving the Republican organization in a way that will meet the approval of the people. Nothing could humiliate Mr. Aldrich more than to submit to defeat at the hands of Mr. Roosevelt and his friends, for of all Republicans, none hates Mr. Roosevelt more intensely than Mr. Aldrich.

Spoooner Likely Successor.
Who will succeed Aldrich remains to be seen. The new party leader on the Republican side must be developed, and he will be developed by the railroad rate fight. The most likely and the best-equipped man is Senator Spoooner, of Wisconsin. A bonafide fighter, an able leader of men, a man of unquenchable purpose, and one who does not know defeat, Mr. Spoooner possesses all the qualifications for party leadership, and if he takes the right position on the rate bill and espouses the people's cause as the people see it, he is very apt to succeed Mr. Aldrich. If not Mr. Spoooner, it may be any one of a dozen men. There is good material in the Senate, but from many points of view Mr. Spoooner has the advantage over other possibilities.

Tillman Coming to Front.
On the Democratic side Senator Gorman, of Maryland, has been the recognized party leader up to a short time ago, but gradually Senator Bailey, of Texas, has been forging to the front and is today conceded to be the actual leader of the minority. The rate fight has not been responsible for this, but it will strengthen Mr. Bailey and will make him the undisputed leader, with Mr. Tillman as his right-hand man. By placing the rate bill in the hands of Mr. Tillman the Republican leaders thought to make light of a serious piece of legislation. But they made a grievous error. Mr. Tillman, with all his faults, is an absolutely honest man and a fighter who knows no fear. And

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