

WILL NOT ROCK THE RAILWAYS

Initiative One Hundred Has Decided Not to Invoke Referendum.

LEAVES IT TO THE MAYOR

Satisfied That the Front-Street Franchise Will Be So Drafted as to Safeguard Interests of the City.

As far as the Initiative One Hundred is concerned, the Front-street franchise of the United Railways Company will meet with no opposition. At its meeting last night that body virtually placed itself upon record as content to leave the entire matter to the Mayor and City Council and abide by their action.

It developed during the meeting that only a small majority of the 86 active members of the organization were in favor of blocking the proceedings of the Council at this late stage of the situation by demanding a vote of the people on the question of granting the franchise, and its only criticism being of the clause which provides that the city may purchase the road at any time at its appraised valuation.

As explained by M. G. Munly, who presented the report, the committee was of the opinion that the clause mentioned should be changed to provide for the purchase of the road at the actual cost of construction, plus accrued interest at the rate of 6 per cent per annum, the company being required to file an itemized statement of the cost on completing the road.

Further explaining, Mr. Munly stated that the committee had not time to prepare a complete report on the Front-street franchise, and had made no report on the East Third-street franchise, which was included in the scope of its inquiry, for the reason that the committee had not yet progressed beyond the filing of an application for the grant. He added that it was the belief of the committee that the Initiative One Hundred was not organized to become an "obstructive body," and intimated that capital seeking investment should be encouraged and not driven away by the imposition of unnecessary burdens and restrictions.

Full Text Submitted.
Following is the report submitted by Mr. Munly to the committee:

To the Committee on One Hundred:
We, your committee on street railway franchises, beg to submit herewith a report in order to dispel some erroneous impressions of the committee's activities, which seem prevalent, we deem it best to preface our report by some general observations.

First—The purpose of this committee is not to handicap or knock any public utility, but to have all public utilities, and to encourage all useful and deserving public enterprises.

Second—It is the purpose of this committee to give all such public undertakings honest and thorough investigation, to make known their merits, to remedy defects and inequalities, and to encourage all useful and deserving public enterprises.

Third—In the opinion of this committee, the public service corporations ought to take the direction rather of improving the service and cheapening the cost to the public, than of levying exactions in the way of taxes upon receipts, or otherwise, which would hamper the long run be collected from the public, and may have the effect of discouraging enterprises of a kind which are desirable for the general welfare to have undertaken, but which are not profitable.

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Sixth—With reference to the franchise for Front-street, your committee is of the opinion that any franchise granted for a railway on that street should contain stipulations:

1. Granting the use of such railway by either lines at maximum rates per car, and under such regulations and conditions as may be prescribed, to be enforced by the city executive.

2. For the taking over of such road by the city upon payment of the cost of installation, with interest thereon at 6 per cent per annum, reasonable notice to take over to be given by the city, and the cost of installation to be filed as a public record upon the completion of the line.

The report was adopted as read, whereupon it was ordered that the committee be continued in force for another month to continue its investigation and report at a subsequent meeting of the One Hundred.

Plans of Chairman McKenna.
In this connection the matter of further instructions to be given the committee came up. Chairman McKenna, representing the municipal ownership wing of the organization, made an earnest plea for a city-owned line on Front and East Third streets. He spoke of these thoroughfares as the only remaining unappropriated gateways to the city for the entry of railroads and suburban lines, and urged that no franchises be granted on them by the city; that any railroads constructed on them be built by the city and operated in its interest.

He referred to "the great monopoly" which already owned nearly every public utility in Portland, except the water system, which the city had built, and advocated municipal ownership on Front and East Third streets in order to prevent those thoroughfares from eventually falling into the hands of the monopoly.

Cites Example of Seattle.
Such a step, he argued, would prevent future trouble for the city, and would forestall problems such as that with which Seattle was now wrestling in an endeavor to get new railroads. In view

of these facts, he suggested that the committee be instructed to look further into the question of municipal ownership.

There was a brief but desultory debate on the matter, which was brought to a close by Rufus Mallory, who suggested that the committee be allowed to act according to its best judgment, subject to review by the main body.

It was finally resolved to take this action, the committee being instructed to do its best to secure favorable action in the matter of the purchase clause and to call a special meeting of the One Hundred as it advised, late in point of time and calculated to set at naught the work heretofore done by the Council.

It would have put the entire Front-street matter back where it stood before the advent of the United Railways Company, it was asserted, driving that company to withdraw from the city, without placing the people in any better position than at the present time, and as to the franchise, as it now stands, allows the city to purchase the Front-street line at any time it has money on hand or wishes to vote bonds for the purpose.

It was stated by several members of the One Hundred that the passage by that body of a resolution to invoke the referendum on the question of the postponement of any action until after the next city election, in June, 1907, entailing a delay which the United Railways would have resented by dropping the entire proposition.

W. D. Larrabee's Statement.
This view was corroborated by W. D. Larrabee, general superintendent of the United Railways yesterday afternoon, in an interview in which he said:

"We have come to Portland prepared to do business here. We have complied with the law, and are willing to comply with all laws, but if the people do not wish us to invest our money here we shall withdraw from the city and go elsewhere to invest. I do not care to discuss the matter at length; in fact, there seems to be little to discuss. I would say, however, that we have all the capital we need now in hand, and are ready to begin work the minute the way is clear. We have already done a great deal of work in the matter of making surveys and estimates, and have ordered considerable material. Other orders which I placed I have countermanded on account of the unforeseen delays that have beset our proposition.

Thinks It is Puzzling.
"The turn affairs have taken is puzzling to me. I do not understand it. I might add that the members of the Initiative One Hundred were granted a full hearing by the Council at the time the franchise ordinances were passed, and it was my understanding that the terms agreed upon were satisfactory to the entire community.

"As the matter now stands, we can do nothing but wait. I have always thought we would get our franchise. I believe Mr. Lane is conscientious, and will do the fair thing by all concerned in this matter. I cannot see where the Initiative One Hundred gets the idea that the franchise is sure to be refused. Anyways, we are not going to cross any bridge till we come to them."

Several of the Houses of Worship in Portland Entered by Burglar.
Who is Supposed to Be Man in Custody.

In the person of John C. Fabricius, arrested yesterday by Detectives Snow and Reaing, the police are confident they have the man who robbed several churches in Portland about three months ago.

Fabricius has been arrested and served time in almost every large city on the Coast for looting houses of worship. The Grace Methodist, First Congregational, Unitarian and First Baptist churches were entered several months ago and everything of value that could be taken away and disposed of was appropriated by the looter. Immediately after these outrages occurred the suspicions of the police were turned to Fabricius, who suddenly disappeared. Detective Hartman was on a constant lookout for the suspect, and when the latter was seen by Snow and Reaing at Fourth and Everett streets yesterday he was promptly arrested and lodged in the city prison. He is held on suspicion.

Among the long list of crimes committed by Fabricius in this state burglary is first. Fabricius, who is 35 years old and a native of Minneapolis, Minn., first became acquainted to the Portland police on April 27, 1897, for larceny, which cost him one year in the state penitentiary. He was again sentenced to one year in the County Jail, in March, 1901, he was again arrested for burglary and served a long sentence in the penitentiary. Shortly after leaving the penitentiary the Portland police apprehended him and he was again sentenced to one year in the County Jail. At that time he made a daring escape, and was only captured in January of 1904. His last known crime in this city was the attempted burglary of a shoe store, when he was caught in the act. Fabricius was convicted and sent to the penitentiary. After that he was supposed to have left Portland, but the police say there is little doubt that a strong connection exists between the robbery of the Portland churches and the release of Fabricius. The suspect denies all knowledge

HARRIMAN LINE TO THE SOUND EFFECTS ORGANIZATION.
Directors Are Elected, and They in Turn Choose the Officers for the Railway.

Stock of the Oregon & Washington Railroad Company, the Harriman corporation which will build a line from Portland to the Sound, was subscribed yesterday by O. R. & N. and Union Pacific officials, and the organization was completed in the offices of W. W. Cotton, general counsel for the Harriman system in the Northwest. The following directors were elected: E. H. Harriman, W. W. Cotton, H. J. Sterling, William Crooke, W. A. Robbins, W. R. Litzenberg, W. D. Skinner, Alex. Miller, F. V. S. Crosby, J. M. Newkirk, William Mahi, Erasus Young, H. J. Sterling and G. W. Bosky.

Directors met yesterday and chose the following officers: President, E. H. Harriman; vice-president, J. D. Farrell; general counsel, W. W. Cotton; secretary, W. R. Litzenberg; assistant secretary, Alex. Miller; treasurer, F. V. S. Crosby; assistant treasurer, J. M. Newkirk; controller, William Mahi; general auditor, H. J. Sterling; chief engineer, G. W. Bosky. No date can as yet be announced for commencing building operations, for, while some surveys have already been made of the route to be followed, the definite locations have not yet been determined. The capital stock of the corporation is \$1,000,000, which is divided into shares of the par value of \$100 each.

WILL SING AT LUCCHESI BENEFIT CONCERT TOMORROW EVENING



MRS. J. WHITE EVANS, CONTRALTO.

Tomorrow evening at 8 o'clock at the White Temple, Twelfth and Taylor streets, Portland's best musicians will give a grand benefit concert for Richard A. Lucchesi, the pianist, conductor and musical critic, who practically lost all his possessions—including two costly pianos and a library—in the recent San Francisco fire. For the past 30 years Mr. Lucchesi has resided in San Francisco and has greatly contributed to the musical development of that city. Among those who will appear on the program are: Mrs. Rose Bloch Bauer, Mrs. Anne Beatrice Sheldon, Mrs. Walter Reed, Mrs. J. White Evans, Miss Kathleen Lawler, Waldemar Lind, Ferdinand Konrad, Arthur Alexander, Dom J. Zan and a chorus under the direction of William H. Royer, who will sing in the tutti of Mr. Lucchesi's "Missa Brevis." All these singers are well known here, except Mrs. J. White Evans, contralto, who recently arrived here from Los Angeles, Cal. Her husband is president of the United Railways Company, with headquarters at Los Angeles. Those who have heard Mrs. Evans sing say that she is one of the best contraltos ever heard in this country. This will probably be the only occasion in which she will sing in public here. The White Temple ought to be crowded. Tickets are to be obtained at the music and piano stores.

ARREST A SUSPECT TOY PISTOL AND CREOSOTE
Both Figure in Family Quarrel on the East Side.

A family quarrel between Emil Kroll and his 13-year-old wife at their home at 171 East Third street, in which a cheap toy pistol and a bottle of creosote, together with an attempted murder and suicide, played an important part, brought Police Detectives Hellyer and Vaughn on a run to the scene. On arriving, however, they found Emil tenderly caressing his loving wife and denying all knowledge of any trouble. After a short introduction, the officers discovered Kroll's weapon, which, although it looked very offensive, proved to be a toy pistol and to have cost 15 cents. Mrs. Kroll, who some two years ago tried to commit suicide by jumping into the river, threatened her life yesterday, and says she drank about a teaspoonful of creosote, closely followed by several glasses of milk and whisky. Everything was forgotten, however, in the reunion, and the officers could do nothing but confiscate the weapon and the creosote and also administer a thorough lecture on family life and the recklessness of handling a pistol and drinking poison.

STEAMER INTELLIGENCE
Due to Arrive:
F. A. Kilburn, San Francisco, May 15
Grace Dollar, San Francisco, May 15
Wasp, San Francisco, May 17
Barracouta, San Francisco, May 17
Breakwater, San Francisco, May 17
*Nomania, Orient, May 19
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VIEW OF THE STEAMER GEO. W. ELDER ON THE ROCKS NEAR GOBLE AT HIGH TIDE.

WIND AND WAVE CAUSE FOR DELAY
Steamer Geo. W. Elder Is Still on the Rocks Near Goble.
HULL PARTLY EMPTIED
Captain Baker Confident That the Wreck Will Float, and Awaits Favorable Opportunity to Complete the Task.

For the third and last time the announcement that the steamer Geo. W. Elder will be floated will be made. According to programme she was to have been in the drydock yesterday afternoon, but the elements interfered, and she is still resting peacefully on the rocks near Goble. A 30-mile breeze sprang up from the southwest early in the morning when the tide was favorable for the risky undertaking, and Captain Baker decided it would mean wreck and ruin should he act foolishly and attempt to get her out of her perilous position. Everything is in readiness, however, and the pumps will be set to work as soon as conditions be-

Passengers Receive Shocking News.
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Big Gold Shipment from Australia.
SYDNEY, N. S. W., May 14.—The steamer Mowera sailed today for Sydney for Vancouver with \$1,800,000 in gold, probably intended for San Francisco.

Mary Dodge at Port Townsend.
HOQUIAM, Wash., May 14.—(Special.)—The schooner Mary Dodge, 22 days out from the Hawaiian Islands, arrived in port this evening in ballast. Everybody on board reported well.

VESSELS IN PORT.
Miscellaneous:
Emilie, German ship, 1735 tons, at Mersey dock.
Barkovic, British bark, at Montgomery dock No. 1, discharging freight.
Harold Dollar, steamer, at Portland Lumber Company.
Galgate, British ship, at Centennial dock discharging freight.
Redondo, steamer, at foot of East Yamhill street discharging coal.
Chouinard, tug, at North-street dock discharging freight.
Despatch, steamer, at Vancouver, loading lumber.

Domestic and Foreign Ports.
ASTORIA, May 14.—Condition of the bar at 3 P. M. somewhat better than yesterday. Left up at 6 A. M. British ship Galgate, arrived at 1:40 and left up at 3:35 P. M. British ship, from New York and Eureka, arrived at 8:20 P. M. schooner Mabel, from Astoria, arrived from Aberdeen at 4 P. M. steamer Nome City, sailed at 6:15 P. M. steamer Nome City, for San Francisco.
St. Helen, May 14.—Passed at 7:30 P. M. British ship Galgate in tow of the steamer Oshkosh.
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The agony and suffering in piles is so great that if a surgical operation was a certain cure (which it isn't) and there was no other means of relief, some persons might be willing to take the chance of blood poisoning or lockjaw.

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For a trial package send your name and address to the Pyramid Drug Co., 535 Pyramid Building, Marshall, Mich., and you will get a trial package by return mail. No marks.

LOG RAFT PARTED IN MIDDLE
Pieces of Piling Endanger Navigation Off California Coast.

According to information brought from Astoria, yesterday the big log raft, lost by the steamer Frances H. Leggett off Crescent City on Saturday a week ago, parted in the middle shortly before Captain Reiner discovered that he had to let go the tow in order to save his vessel. The strong northwesterly winds had kicked up such a sea that the center shaft, running from one end of the raft to the other, snapped with the result that the raft parted in the middle. The two pieces remained intact for some time, so it is reported, but in view of the fact that all incoming steamers report having passed through fields of logs, there

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A BLOODLESS GIRL

CURED OF ANEMIA BY DR. WILLIAMS' PINK PILLS.

Miss Hathaway says These Pills Saved Her Life and She Recommends Them to Others.

Doctors have given the Greek name Anemia, meaning "bloodless," to a disease which is much more prevalent among young women than is generally believed. An unusual feeling of fatigue after slight exertion, breathlessness and pallor are the first noticeable signs. The disease literally causes the blood to turn to water and, unless a proper remedy is used, is inevitably fatal.

Miss Frankie Hathaway, of 214 West Main street, Kalamazoo, Mich., says "When I was sixteen years old I was taken quite ill, so ill that the family doctor was called to attend me. I was pale and weak and did not gain under his care. Other treatment brought no better result and by the time I was nineteen years old I was so weak that I could not walk across the floor. I was terribly emaciated and my skin had lost all color. The doctor said I had anemia.

"One of my friends advised me to try Dr. Williams' Pink Pills as she had been cured of a somewhat similar trouble by their use. I bought a package and soon found that they were doing me good. My appetite increased and the healthy color began to show in my cheeks and lips. I continued to use the pills until I was permanently cured.

"Since then I have never had any return of my old trouble and cannot remember a time when I was so strong and healthy as now. Dr. Williams' Pink Pills saved my life and I believe that no other medicine could have done so."

Dr. Williams' Pink Pills cure anemia just as food cures hunger. They do not act on the bowels but they actually make new blood. Most common diseases are caused by bad blood and Dr. Williams' Pink Pills by supplying the elements necessary to give new life and richness to the blood have cured even such diseases as locomotor ataxia, paralysis, neuralgia, St. Vitus' dance, sciatica, rheumatism, nervous headaches, the after-effects of the grip, palpitation of the heart, pale and sallow complexion and many forms of weakness in male and female. Dr. Williams' Pink Pills are sold by all druggists or will be sent, postpaid, of receipt of price, 50 cents a box, six boxes \$2.50, by the Dr. Williams' Medicine Co., Schenectady, N. Y.

Is no longer any question of the raft having broken up completely. This is the first raft lost by Captain Reiner, although he has taken several of them to sea.

LUMBER-CARRIERS AT SEA.
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Despatch, steamer, at Vancouver, loading lumber.

Domestic and Foreign Ports.
ASTORIA, May 14.—Condition of the bar at 3 P. M. somewhat better than yesterday. Left up at 6 A. M. British ship Galgate, arrived at 1:40 and left up at 3:35 P. M. British ship, from New York and Eureka, arrived at 8:20 P. M. schooner Mabel, from Astoria, arrived from Aberdeen at 4 P. M. steamer Nome City, sailed at 6:15 P. M. steamer Nome City, for San Francisco.
St. Helen, May 14.—Passed at 7:30 P. M. British ship Galgate in tow of the steamer Oshkosh.
San Francisco, May 14.—Sailed—Steamer Homer, for Portland. Sailed last night—Steamer Barracouta and Wasp, for Portland. Sailed last night—Steamer Aurelia, from Portland.
Hoquiam, May 14.—Arrived—Schooner E. K. Wilson, from Astoria. Schooner Sausalito, from San Pedro for Aberdeen; schooner E. C. Slade and G. W. Watson, from San Pedro, for Aberdeen; schooner Libby, from Aberdeen for Portland; schooner Comet, from San Pedro for Aberdeen. Sailed May 11—Schooner Chas. Miller, from Aberdeen for San Francisco; steamer Tiverton, from Aberdeen for San Francisco; steamer Newberg, from Aberdeen for San Pedro.

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