THRESHERMEN OF STATE ORGANIZE

Brotherhood Formed Yesterday at Meeting Representative of All Sections.

MANY STATES HAVE THEM

Object Is to Work for Better Roads and Protect the Members on Prices—Long List of Delegates Here.

"The world should take off its hat to the threshermen, for he does the hardest labor of the day for a very modest competence," said Bascom B. Clarke, editor of the American Thresherman, yesterday afternoon, at the convention of threshermen in the parlors of the Commercial Club, under the auspices of the Oregon Threshers' Association. Mr. Clarke was there to preach the gospel of organization. He has been prominent in organizing the threshermen in other states, and when organization was first mentioned by the Eastern Oregon machine men, at once came forward with assistance.

Mr. Clarke gave a brief history of the movement toward getting threshermen's organizations in shape. He spoke of the difficulties that had confronted the movement in other states and pointed out that prices for threshermen were too low. Conditions were, he contended, different for the threshermen in every state, possibly in many parts of the same state, and for this reason organization was necessary to enable one thresherman to understand the conditions that beset another.

"If you never did anything in your life," continued Mr. Clarke, "even if you only become acquainted, even if you have to pound the heads of your brethren to bring it about, get organized. Talk the gospel of organization all the time. Along with organization go good roads and bridges, for these benefit the thresherman as much as anyone else. Indiana has good roads—the best in the world. The people do not stop to ponder on the amount their property would be increased in value by better roads, but the threshermen just organized and brought this about.

"Have you to carry planks out here—I see you have. Now authorities say that planks really weaken the bridge. Should not that tell you to organize and get after the authorities for better roads?

"I want to see the day when in Oregon and Washington everyone will know of the Brotherhood of Threshermen. Why should it be difficult to get men to talk organization, to have to drive them from the machine shops, to have to keep them from talking 'shop' in order to have a few minutes for what will be of great benefit to them?"

There were about 150 threshermen present, and among these were:

List of the Delegates.

Henry Chambers, Cove; A. A. Fidler, Haines; P. T. Etzel, Stayton; J. D. Cromer, Springwater; J. T. Meyer, Ruckles; J. B. Smith, Ruckles; G. A. Harth, Molalla; C. S. Herman, Monalla; H. Browning, Ruckles; C. L. Prindle, Fossil; H. Hansen, Dilley; E. C. Butler, Dufur; D. W. Moore, Wilbur; W. Frayer, Elkton; I. F. Hall, Wasco; E. M. Koehel, Aurora; A. W. Willbroad, Aurora; William Nothnagel, Gresham; J. T. Powell, Hillsboro; E. L. Berry, Hepper; M. C. Hewitt, Heppner; W. E. Walton, Dufur; J. A. Butterick, McCoy; L. J. Hotz, Cornelius; L. E. Mason, Lexington; M. Tellefson, Parkplace; D. W. Dixon, Salem; R. Coovert, Salem; V. B. Henderson, Cornelius; L. Pizer, Cornelius; W. L. Haynes, Dufur; E. A. Haynes, Dufur; B. G. Leedy, Sherwood; Chris Giebel, Stayton; Charles Rider, Oregon City; I. L. Bower, Silverton; W. W. Nickell, McMinnville; W. H. Fletcher, McMinnville; V. B. Sears, Ballston; R. F. Arthur, McMinnville; J. C. Pennington, McMinnville; M. A. Palmer, McMinnville; M. W. Houk, McMinnville; T. W. Hart, Independence; C. Lorence, Independence; W. L. Corkle, Independence; W. R. Black, Independence; H. L. Hagry, Independence; W. Browne, Independence; W. W. Black, Independence; P. O. Black, Independence; E. W. Danny, Reedville; N. H. Harris, Dayton; A. L. May, Dayton; F. A. Chapman, Dayton; J. B. Van Heindel, Stayton; J. W. Merrick, Union; A. J. Van de Venter, Medical Springs; M. G. Pickens, Union; William Smith, North Yamhill; C. A. Glaze, Salem; F. Coleman, St. Paul; J. F. Werung, Woodburn; B. L. Baker, Sherwood; H. Bobler, Oregon City; William Peyre, Macleay; John Peyre, Macleay; Roy V. Ohmart, Salem; D. S. White, Portland; J. A. Stevenson, Halsey; J. Manleet, Gervais; G. M. Nelson, Carbell; John Middelstadt, Crabtree; J. R. Skirvin, Marquam; Isaac Stevens, Gervais; F. L. Skirvin, Silverton; John Barth, Marquam; Albert Crossman, Lebanon; C. W. Sty, Salem; C. C. Poole, Salem; Casper Libel, Mist; H. Smith, Georgi; E. Rhoten, Salem; H. H. Deetz, Aurora; C. Harmack, Aurora; C. Ward, Springwater; J. E. Peterson, Portland; H. W. Toelle, Portland; W. E. Anderson; L. Schultz, Shedds; P. Kufner, Salem; N. J. Willard, Salem; W. B. Thomson, Oregon City; R. S. Manning, Pilot Rock; A. B. Flint, Beaverton; J. M. Plats, Oakville; A. W. Smith, Oakville; J. J. Langmack, Albany; W. H. Bonney, Oregon City.

Threshermen Have Their Jokes.

With common sense threshing advice, chats on good roads, intermingled with threshing machine jokes, 150 owners met at the Commercial Club for a banquet given by the Portland machine houses. Brief addresses were delivered by a number of speakers under the guidance of President Averill, of the Oregon Threshers' Association.

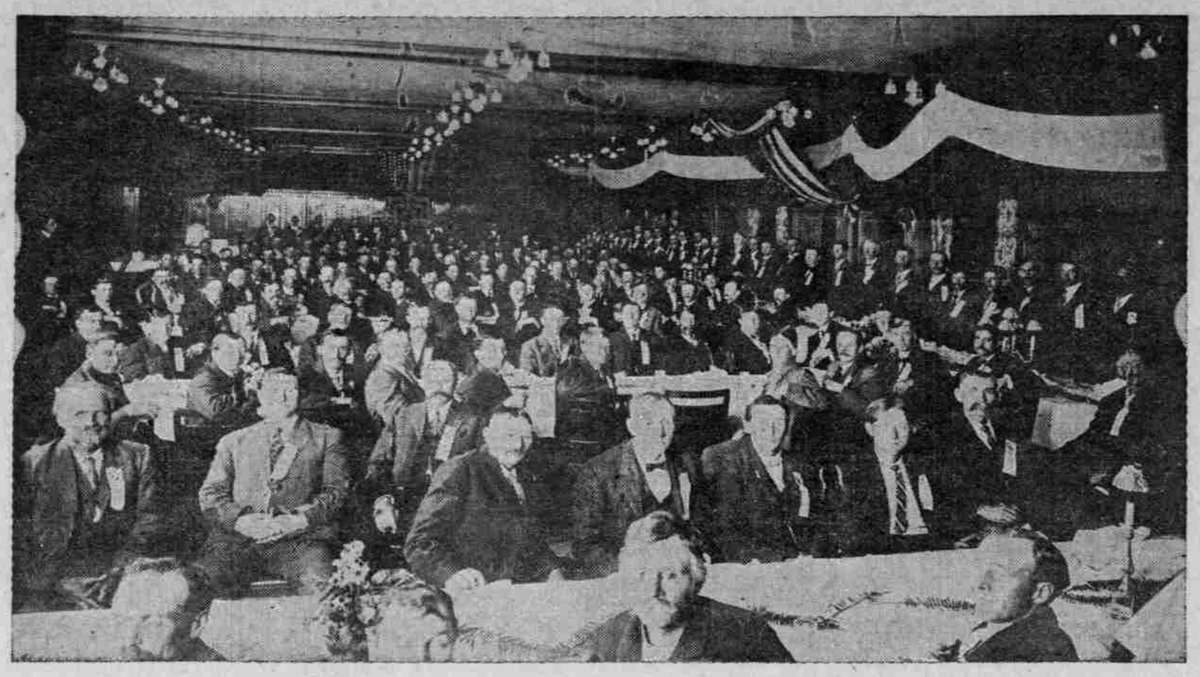
Dr. Wetherbee welcomed the visitors to the Club and Mr. Hardin spoke from the machine man's standpoint. C. C. Chapman spoke on the threshing as seen by a newspaperman and J. W. Mennick, president of the Union County Threshers' Association, told of work in the counties. F. Ackerman, as the oldest thresher in the state, was listened to with attention. Other threshers who spoke were, J. Fiddler, secretary of the Baker County association; Mr. Fletcher, president of the Yamhill County Threshers' Association, and Mr. Scott. Tom Richardson spoke of those present as the men who had helped to build up the Portland Commercial Club and B. C. Clarke, J. W. Beall, Phil S. Bates and Professor Elfridge were others who were heard.

A telegram was read from Lot L. Pearce, chairman of the Salem transportation committee, saying "Salem Board of Trade invites threshermen to hold full convention here at State Fair and assures cordial reception."

Tomorrow evening Professor Elfridge, of the Department of Agriculture, will deliver an illustrated lecture on "Good Roads."

France stands alarmed by an increase of something like 10 per cent in four years in the cost of food, clothing and other necessary supplies. Milk is 13 per cent higher, meat is 27 per cent, cheese 16 per cent, oil 25 per cent. The price of rice has doubled. Rents follow the upward trend.

SCENE AT BANQUET OF OREGON THRESHERS' ASSOCIATION IN DINING-ROOM OF PORTLAND COMMERCIAL CLUB.



POSITION IS NEW

Rushlight Elected to Council on "Red" Ticket.

FOE OF BOX ORDINANCE

Records Show He Voted Against That Measure as Well as to Defeat Law Aimed to Keep Women From Barrooms.

Mr. Rushlight's pose as reform candidate for Republican nomination for Mayor next Saturday, is a rather startling political move, in view of his service in the Council, during the last four years, as friend of liquor interests and saloons, as foe of "box" ordinances and "women in saloons" ordinances, and in private business as plumber for big breweries and landlord for saloons.

Yet, though Mr. Rushlight was elected Councilman four years ago on the liquor men's notorious "red ticket," against the endeavors of "moral" forces and reformers to beat him and though he has resisted in the city's law-making body every reform blow aimed at liquor, and was rewarded when running for Assessor last year by receiving his biggest vote in saloon precincts, he is now reaching out for "reform" support for Mayor.

Helped Beat Lane's Veto.

Mr. Rushlight began his public career in 1905, when, as Councilman, elected on the "red ticket," he fought "box" reform and with the votes of 11 other members of that body, passed over Mayor Lane's veto, an ordinance permitting closed boxes in saloons and restaurants, the 11 others being, Annand, Gray, Preston, Belding, Bennett, Dunning, Kellaher, Menefee, Sharkey, Shepherd and Wills. This ordinance was denounced by the reform element as a triumph for liquor and vice and the names of the 12 Councilmen who made it law were scathingly published in red ink newspaper, with the following comment:

"Today the boxes in saloons and restaurants are at liberty to carry on their immoral traffic unrestricted. They may contain all the furniture with which the proprietors see fit to furnish them. The vote gives to the dives and immoral resorts more liberties than they ever have had."

Portland still has the main parts of

Stephen T. Dove, Chairman Executive Committee Oregon Threshers' Association.

this ordinance. There are boxes still where liquor is sold. It has been impossible to rid the city of them.

The latest big fight over liquor reform was waged last Fall over "women in saloons." The Cellars ordinance, forbidding women in liquor resorts, was fought by Mr. Rushlight. Saloon forces did all in their power to beat the ordinance. Mr. Rushlight rallied to their aid, but the measure passed the Council by a vote of 8 to 5, the negative votes being those of Concannon, Driscoll, Dunning, Kellaher and himself.

Put Joker in Ordinance.

That was in September. Right away afterward Mr. Rushlight introduced an amending ordinance so as to admit women into "eating places containing not less than 200 square feet of floor space." It was a neat scheme to reopen saloons to girls and women. Any saloon would be an eating place of not less than 200 square feet; if it put out only a sandwich or a cracker it would be an eating place. Saloons were highly interested in the success of the Rushlight ordinance. It passed the Council by a vote of 9 to 6, but could not pass over the Mayor's veto, the latter vote being 7 to 8. For passage of his bill over the veto Mr. Rushlight had his followers who had opposed the Cellars ordinance, Kellaher, Dunning and Driscoll—not including Concannon—and in addition, Annand, Baker and Belding.

In Portland are 426 saloons. By the terms of an ordinance enacted by the people in referendum two years ago, there are to be no more saloons until the Federal or state census shall give the city a population of more than 213,000, the limit being one saloon for every 500 people. This restriction makes most saloon licenses highly valuable to keep, since they cannot be replaced by new ones if they are allowed to lapse. Between one-third and one-half of the saloons are controlled by the breweries, in fact owned by the breweries, and only nominally headed by a putative proprietor. The breweries are armed with power of attorney or trustee to swoop down on the saloons and take them away from their accounted owner and hand them over to another person. The breweries are now passing licenses round, and when any man wishes to start a saloon, he goes, not to the city authorities for a license, but to the liquor forces to be outfited. Tighter than ever is the hold of breweries on the sale of liquor.

Rushlight Saves Liquor Friends.

To abolish this vicarious saloon business, Councilman Shepherd last Fall introduced an ordinance declaring that only those individuals should own licenses who actually own the saloons. This new plan would have dealt the brewery-owned saloons a hard blow. Faithful to his brewery allegiance, Mr. Rushlight, as member of the liquor license committee to which the proposed ordinance was referred, succeeded in securing an adverse report from the committee, the other signers of the report being Cottel, Driscoll and Bennett. On November 11 the proposed ordinance was indefinitely postponed by a vote of 8 to 7. Rushlight thus won another victory in the Council for his liquor friends.

Still Mr. Rushlight's liquor friends were not satisfied and again he went to the front for them.

The breweries didn't like to see restaurants serving liquor to women, while they were deprived of that ancient privilege by the Cellars ordinance. Nor did they like another provision of the Cellars ordinance which prohibited the sale of liquor in a room of less than 400 square feet. So they hit upon the plan of shutting out restaurants from liquor sales by withholding licenses from restaurants, through their power in the Council. Mr. Rushlight went to the front for his friends again and the result was that restaurants were shut out. Undaunted, the restaurants took their fight to the Circuit Court, where Judge Gantenbein decided that restaurants could not be punished under the ordinance for failure to procure liquor licenses, since the city laws did not define the method of procuring them. The result of the Councils fight, therefore, is that the city is getting no revenue from restaurant liquor licenses, although restaurants have been willing to pay for the liquor privilege. Such was the outcome of Mr. Rushlight's fight for the breweries and of his amendment to the Cellars ordinance, proposed in their behalf.

In private business, Mr. Rushlight finds profit in his liquor friends. Weinhard's brewery, biggest in the city, gives him its plumbing work. Paul Wessinger, one of the heads of Weinhard's, is a personal and political friend of Mr. Rushlight's. Then, too, Mr. Rushlight collects $150 a month rent as landlord of a liquor store and saloon at the northeast corner of East Morrison street and Union avenue. This property he bought two years ago, soon after selling a saloon property at the southwest corner of Grand and Hawthorne avenues, which paid him $75 a month rent.

Mr. Rushlight in his effort to win the Republican nomination for Mayor is holding out one hand for the liquor vote, which is already largely his, and one for the reform vote. In all matters in the Council he has been accounted by liquor forces, especially by breweries, as their friend and main support.

WHICH TO TAKE.

Almost every customer who visits our store is placed in the pleasant quandary of having to select from a host of elegant things. Very often we sell two suits to folks that only intended to buy one. Positive best values at $15 and $25. J. L. Bowman & Co., popular price clothiers, 5th and Alder.

Changes in O. R. & N. Sleeping-Car Service.

The standard sleeping-car service, Portland to Walla Walla and Portland to Spokane via Colfax, now leaves Portland on train 6, at 8 o'clock P. M. Returning, arrives in Portland on train 5, at 7:20 A. M. There is no change in the through sleeping-car service between Portland and Spokane, via Oakesdale. This car leaves Portland on train 4, at 7 o'clock P. M., and returning, arrives Portland on train 3, at 9 o'clock A. M.

Sacrifice sale of Rockaway Beach lots for $20—$5 down, $5 per month, no interest. C. J. Owen & Co., 414 Lumber Ex.

PETITION IS VALID

Sherman Bridge Project Will Go on Ballot.

LIQUOR BILL HAS CHANCE

Gothenburg Measure Gains Rapidly as Names Are Checked and Will Probably Be Brought Before City Electors.

City Auditor Barbur's force of deputies yesterday afternoon completed the checking of the initiative petition, calling for a vote of the people on the proposition for a high bridge across the Willamette River at Sherman street, and it will be ordered placed on the ballot. It was asserted last night by Mr. Barbur that there is a possibility of the Gothenburg petition winning a place on the ballot, as it was running much better during the day than hitherto.

With the checking up of the petition relating to a bridge at Sherman street, it is now certain that the people will have three questions relating to spans across the river to decide upon at the June election. These are for the proposed bridge at Sherman street, calling for a bond issue of not to exceed $1,500,000; the diverting of the fund for a bridge at Madison street and the placing of the money with a similar bond issue for a bridge at Market street, and for a high bridge at Broadway street, for which a bond issue of not to exceed $2,000,000 is asked.

The Gothenburg petition, submitting to a vote of the people the question of granting a monopoly of the saloon business for a large yearly consideration, has a chance of going on the ballot, but it will be impossible to tell before tomorrow night, it is thought by the deputies who are checking it up. This is one of the petitions which were found to be filled with forged names, but it is now believed that it will be found to have sufficient qualified electors on it to insure it a place on the ballot.

City Attorney Kavanaugh said yesterday that he will make his reply to the injunction proceedings, filed in the Circuit Court by Senator Kellaher in the matter of a $2,000,000 bond issue for a municipal lighting plant. City Auditor Barbur found it short of names, and refused to place it on the ballot. Mr. Kellaher then carried the matter into the courts, and it will be taken up in a short time, it is believed.

Jury Fears Paul Wessinger.

Paul Wessinger, manager of Weinhard's Brewery, was called upon to testify before the county grand jury yesterday. City Auditor Barbur was also taken before the inquisitorial body. The Gothenburg liquor petition was before the jury and the question of the forgery of names was being investigated. The charges of tampering with the Yee Gueng murder jury and the alleged attempt at bribery are also being investigated.

Bertha Atwood, charged with bigamy, testified before the grand jury yesterday afternoon.

HOPE TO SAVE FRANCHISE

Rose City Park Citizens Oppose Referendum Vote.

Decisive opposition to the proposed referendum of the blanket streetcar franchise is developing, especially in the suburb districts whose residents are demanding extensions in the street railway system and the improved service which will follow. The Rose City Improvement League is the first organization formally to protest against resorting to the referendum on this subject and holding the franchise up for probably two years. At a meeting last night this association went on record as strongly opposing the contemplated action which is being directed by the labor organizations.

The interest aroused over this matter overshadowed several other important questions pending before the league. Among the reports submitted was one carrying the assurance that the Sandy road would be oiled at an early date.

Representatives of the labor organizations yesterday began to circulate the referendum petitions for submitting the railway franchise to the people. If these petitions are signed by the required number of voters, the franchise will be held up until the next regular city election two years hence unless the City Council orders a special election for submitting the question.

The Champagne by which other s are judged

MUMM'S

Extra Dry

Made of selected grapes of the choicest vineyards Naturally Dry and Pure

SELECTED BRUT

Made only of the choicest Vintage Wines Of exceeding dryness and purity

Since 1900—One-third of the total Champagne Importations

Right Living

is based on right eating, because proper nourishment of the body is necessary to right living.

Grape-Nuts

FOOD

has supplied proper nourishment for brain and nerves of thousands of successful people for over a decade past.

Made of Wheat and Barley it contains all the food elements of these cereals, including the phosphate of potash grown in the grain to supply material for rebuilding tissue cells.

"There's a Reason" for

Grape-Nuts

Postum Cereal Company, Ltd., Battle Creek, Mich., U. S. A.

The handiest thing you can have around the house is a cake of Ivory Soap.

You can use it in the bathroom; in the washroom; in every bedroom; in the kitchen and in the laundry.

No "free" alkali in it; no coloring matter; no harmful ingredient of any kind.

Ivory Soap

99 44/100 Per Cent. Pure.

HAND SAPOLIO

Is especially valuable during the Summer season, when outdoor occupations and sports are most in order.

GRASS STAINS, MUD STAINS AND CALLOUS SPOTS

yield to it, and it is particularly agreeable when used in the bath after violent exercise.

All Grocers and Druggists.

Street Railway Franchise Recently Passed by the City Council Over the Mayor's Veto.

The grant is for a period of 23 years, so that it will expire at the same time as do our other street-railway franchises. The city charter will not permit a franchise for a greater length of time than the other franchises run. The grant is simply one giving the company a right to operate a street railway, with any kind of motive power so long as steam is not used, is in direct accord with our other franchises, and cannot be construed as giving us any broader rights than those now enjoyed. The grant covers 44 items, the majority of which are for very short lengths of streets in the neighborhood of carbarns for the company's use in getting in and out of its property. On 17 of the streets mentioned tracks have already been laid under permits given by the City Council, and have been in operation for varying lengths of time up to four years, and include tracks in the neighborhood of the Lewis and Clark Fair Grounds and Country Club; and the purpose of the franchise is to confirm our right to use these tracks. Three items mentioned cover tracks that must be moved on account of the construction of the North Bank road, to eliminate dangerous grade-crossings with steam railroads, or some similar reason, and do not provide any additional rights. It will be seen that 29 of the items cover either tracks constructed, or provide for changes of track for ingress or egress to our carbarns, leaving only 15 streets of varying lengths for new operation. Of these 15 lines, six are not over two blocks in length, eight average five blocks each, and one a mile in length—the latter being to the Swift Townsite. So that what would look to be a tremendous grant only legalizes tracks already built and in operation for years, and provides for extension of line to the Swift Townsite and extensions absolutely required in the rapidly-growing Irvington district.

The grant is in no respect in the nature of an option for three years, but is specific for certain lines that we have determined to build soon as possible. Inasmuch as our rights to the entire franchise depend upon our constructing all lines mentioned within some given time, three years was designated as a reasonable limit, to avoid the possibility of our losing the franchise through inability to construct all the lines within the specified time, due to unforeseen obstacles which we could not control.

The Railway Company is allowed five years in which to complete all connection with carbarns now in use or which may be hereafter constructed, as the full size of these buildings will not be reached for that length of time.

The grants of the shorter pieces of track could have been considered and treated separately, each upon its own merits, and a franchise for each granted; but we believe that any one looking up our rights under franchises would find it much less confusing in one document than under many separate grants. Judging from the delay in getting this franchise through, it is likely that had separate franchises been requested covering so many different pieces of track, we would not have been able to serve the public as desired within the next five years, and many localities would have suffered accordingly.

It is true that there was need of securing this grant at this time in order to forestall the danger which might arise in the event of the "Commission Charter" being passed by the people at the next election, inasmuch as this proposed charter contains provisions which will not permit the investment of capital on a safe basis.

The long line in the Peninsula district is very important to the entire community, for the reason that it passes through a section which will soon become most thickly settled; this development is now being delayed for want of streetcar facilities that could not have been given for one or two years, if at all, if the franchise in question had been killed by the City Council or Mayor; and great loss to many people and delay to the plans of the Swift packing concern would have ensued. The City Council considered this matter very broadly, and acted upon their own initiative in over-ruling the veto, and all citizens who have the welfare of the city honestly at heart will applaud their action.

A common-user clause in this franchise would not have been of any service to another company over the many short pieces of track; neither would it have been of benefit to the city in the outlying districts where unoccupied streets are numerous; it would really be a disadvantage to permit another company to have use of our tracks, instead of insisting that they go on some other street and thereby serve another section of territory.

The Railway Company will never willingly abandon track on any street that is necessary for the handling of traffic. These matters must be judged on the basis of giving the maximum service to the maximum number of people. They cannot be judged from the selfish standpoint of any one or two individuals, regardless of the effect on the majority. It is our business to give the maximum of service to our patrons, and this can better be done by frequent service on one line than by indifferent service on many lines. No line has ever been abandoned that was a necessity in any district.

The City of Portland should be compelled to keep in repair and in good condition, suitable for the use of the street railway, the bridges along, over and upon all streets for which rights are granted. Failure by the city so to do would cut a line in two and prevent the operation of our cars under the headways prescribed in the ordinance—thereby constituting a forfeiture of the entire franchise. The proportion of cost of keeping these structures in repair (three-quarters by the city and one-quarter by the Railway Company) is in accord with the practice now in effect on our other lines, and is reasonable. It is necessary that the company see that all these bridges, elevated roadways, etc., be kept in repair, that the operation of cars be stopped, and if any delays occur (such as now exist with the Madison-street bridge) the Railway Company will have the right to step in, do the work, restore service and prevent incalculable damage, not only to the railway but to the traveling public. If the Railway Company is required to do such work, and the delay or negligence of the authorities, is it not right and proper that the city should still pay its agreed proportion of the cost? Had such a provision been placed in our franchise over the Madison-street bridge, we would have seen to it that the bridge was not kept closed to the public for many months, possibly years, to the great detriment of the traveling public, and producing financial disaster to a large number of Portland merchants.

As to a cheaper fare than 5 cents, we ask what advantage it would be to have a fare of less than that amount on lines mentioned in this grant, when the same provision would not apply on connecting lines in this city? We can only charge a maximum 5-cent fare within the city limits, and fail to see the advantage to the public of a different provision on the various short pieces of track referred to in the franchise.

The omission of a provision compelling the company to file each year a detailed and truthful statement of the receipts and expenses of the company, verified under oath (with a provision for the forfeiture of the franchise if such showings are not made in reasonable time) does not deprive the city of any information that it does not or cannot possess. Such a statement is filed each year by the company with the Railroad Commission of Oregon, with the Interstate Commerce Commission and also with the Tax Assessor, as already required by law, and is available at such places for public use.

We did not ask rights for more than one-half the lines which were requested of us in the various outlying sections, knowing full well that we would not be able to build them all within the three-year limit. Instead of the request being of a blanket or extensive nature, it was restricted to such lines as we felt certain would be built within the prescribed time.

Extension of existing lines as provided for in the franchise, will have to be operated with the same service as that of the lines connecting therewith; therefore, the regulation by the city of headway between the cars run on such extensions would be absurd. Some of our present lines require changes of intervals between cars as many as eight times during a day, in order to suit the requirements of the varying traffic. For the city authorities to vary intervals between cars on the lines of a city as large as Portland would require a separate department of the city government. The service of any one section must be considered as a whole, and not from the standpoint of some one line. We often attempt to make certain changes here or there that might be of some local benefit, but in considering these changes in connection with other lines, bridge crossing, terminals, etc., it is often found impossible to make them.

"The provision for free sprinkling of streets by the company was not included," and we might add, neither was a clause included requiring the company to clean, oil or light the streets, or to lay sewer, drain or water pipes in the streets occupied by the railway; but we pay a large portion of the cost of paving the streets upon which our railway tracks are laid, and this amount each year represents several hundred thousand dollars, constituting an indirect franchise tax of large proportions—this is in addition to what we pay as a license under a franchise, as a license for each car operated, as a tax upon our franchises and real estate, and other assessments without number.

Freight cars are prohibited from being operated over any lines mentioned in the franchise without the consent of the City Council, except on East Eight street and East Yamhill street, where such service is required to serve industries now located, and on tracks around our carbarns, and in the East Side freight yards. Freight cars are now operated on some of our lines with the tacit consent of the city authorities. Whenever such authorities request us to cease such operation we shall cheerfully comply with such request. We have not, and cannot, give exclusive right for the use of our rails to any contractor, and the privilege now accorded to any contractor will be extended to any other, so long as the city authorities do not object—dependent only upon such right not interfering with our passenger traffic, which must have first consideration at all times.

Any right of way owned by the company, along lines covered by the franchise, which may be hereafter required by the city for street purposes, is to be donated to the city by the company, subject to our right to operate cars, erect wires, etc., over it.

Provision is also made giving the city an option to acquire all property constructed under the franchise, at the end of the franchise period, in accordance with the terms of the city charter; as well as a general clause making all the terms, provisions and conditions of the present city charter applicable to the franchise, whether specifically mentioned or not.

The ordinance covering this franchise has been drawn up with great care by the attorneys of the city and company, after considering four or five drafts prepared by both parties, and it is believed to thoroughly protect the city in every way, as well as to give the company a sound basis for financing the proposition. We believe the City Council should be congratulated upon the nearly unanimous stand it took, in treating the entire proposition in a broad-minded way, that the city may not be retarded in its growth by small and irrelevant hindrances and stipulations, which in fact are immaterial for the good of the community. Any effort to still further delay construction of these greatly-needed lines, by invoking the referendum, will be of much greater damage to localities and individuals and to the city as a whole, than it can possibly be to the Railway Company. Many stipulations in the present franchise which we considered irrelevant and unnecessary were insisted upon by the City Attorney, in order that such provisions might establish a precedent for future franchises and not be lost sight of. Any fair-minded person will agree that the city's interests have been amply protected, and what some try to name an enormous sin is untrue and inspired purely for political or vindictive purposes.