RETAIN OLD DUTY ON LEAD IN ORE

Senate Votes Not to Reduce Dingley Rate, Two Democrats With Majority.

BRISTOW ONLY OBJECTOR

Opposition to Pig Lead Duty Is Signal for Aldrich and All Lead-Mining States to Speak-La Follette Is Mineowner.

WASHINGTON, May 7.—The Senate voted today to fix the duty on lead contained in lead ore at 1½ cents a pound, which is the rate of the Dingley bill and of the pending bill as it was passed

Fifty-three Senators, including all Republicans present, and Hughes of Colorado and McEnery of Louisiana, Democrats, voted for the duty, and 19 Democrats voted against it. The vote was not significant.

During the day Clapp of Minnesota spoke at length in favor of lowering the tariff duties, and Owen of Oklahoma upheld the constitutionality of an in-

come tax.

When the lead schedule was taken up, Stone thought 1½ cents a pound on lead in ore was more than it ought to be, even from the standpoint of the protectionist.

All Cry for Dingley Rate.

In the opinion of Carter, a decided majority of the Senate was in accord with the lead industry. The rate of three-fourths of a cent a pound, he de-clared, was ruinous. He defended the Aldrich rate of 1½ cents a pound. The propositions of Stone he characterized as elementary.

Resuming his opposition to levying any duty on pig lead in addition to the duty of 1½ cents a pound provided for lead in ore. Bristow declared that it cost no more to make pig lead in this country than abroad.

Bristow was interrupted by Aldrich, Heyburn, Borah, Smoot, Sutherland and others, all contending that the labor cost in producing lead was enough greater than abroad to justify the differential of five-eighths of 1 cent per pound proposed by the committee on finance.

Bristow said he would offer no oppo-sition to the proposed duty on lead in ore, but he protested against any addi-tional duty on pig lead, the product of

La Follette Admits Interest.

La Follette read from a newspaper a La Follette read from a newspaper a statement of an agreement among the lead interests of the world, by which they would be assured of harmonious action in the matter of fixing prices. The statement also declared that the Guggenheims and other lead producers were included in the combination. La Follette then said that some years ago he had acquired lead and zinc ore property in Wisconsin, and for that reason would withhold his vote on the lead schedule.

A vote was taken on committee mendments to section 178, the effect of which was only to fix the duty on lead contained in lead-bearing ore at 1½ cents a pound, which was the amount carried in the House bill. The amendment carried by a vote of 53 to

Clapp Wants Reduction.

Clapp declared that, instead of Congress taking up the work of a complete revision of the customs duty, it should have taken up one schedule at a time. The premise of the Republican party, Clapp declared, was that the tariff should be revised downward, and he asserted that this promise has been made in response to a positive demand. He said the position upon the part of the protective interests was that "we should let well enough alone," on the part of the consumers that the tariff should be revised.

should be revised.

"You can't tell me," he said, "that the latter demand did not mean that the tariff should be revised downward. To take any other position is mere boys play. The people understood that we were to have revision downward; the men who made the platform under-stood it; we understood it; everybody understood it, and no amount of sophis-try can otherwise explain the popular demand and the popular

try can otherwise explain the popular demand and the party promise.

"If this promise," he said, "was for a revision that would mean the maintenance of the Dingley rates, then we are confronted by the ridiculousness of the chief executive calling Congress together to revise something that should stand unchanged until the end of time. If the demand for revision did not mean the changing of duties downward, it did not mean anything, and we are indulging in a farce now."

WAIL OF HAT MANUFACTURERS

Driven Out of Business if Tariff Is Reduced.

WASHINGTON, May 7.—Republican members of the Senate finance committee were visited today by a delegation of 60 hat manufacturers and wholesale dealers representing 28 different states. The hat manufacturers were given an increase over the Dingley rates in the House bill, but the duties were scaled down by the Senate finance committee to about 25 per cent below the Dingley rate. The manufacturers assert that many of them will be driven out of business if these rates are adopted. They ness if these rates are adopted. The will call on President Taft tomorrow.

JEROME WOULD BE MAYOR

(Concluded From First Page.) full power on his face, announced that be would make it his lifework to put the insurance thieves "the robbers of the poor," in jail, where they belonged. Whereat there was great applause.

The principal result of the "Jerome rusade" was that G. W. Perkins, the banker and insurance magnate, was protected, for fear that an indictment might hurt his feelings. Nobody has gone to

Republican wards. And a canvass in those sections now reveals some interesting things.

A rabbi of one of the biggest East Side synagogues, while not willing to be quoted at this time, had this to say:

"Jerome has lost most of his popularity in this section. The general impression is that he has gone over, body and soul, to Ryan, and that is the worst thing that can be said of anybody. We admit that in years gone by Jerome did a lot of good for this section by driving out the 'cadets,' who preyed upon unfortunate women, but he has not made good on the present-day issues, insurance and streetcar transfers. Nobody in the world could have done less for us than he has done. So we believe that the time has come for him to retire to private life. He would find that thousands of his old-time friends would refuse to vote for him for any office and on any ticket."

Republican leaders are satisfied that Jerome has lost the bulk of his Republican following. One active partisan, who has resided in the Harlem district for many years, has made it his business of late to see what his neighbors think for many years, has made it his business of late to see what his neighbors think of the District Attorney. He sizes it up

of the District Attorney
this way:

"Jerome has friends among certain
financial interests, but he has lost the
confidence of the average wage-earner.
They look upon him as a man who promised to reform everything, and has not
reformed anything. He has been in office now for over seven years, and they
cannot see that he has accomplished anything of importance. Everywhere you
go, you will hear people say that Jerome
is a dead one and that he cannot have
the nerve to think of running for an office again. And the majority of the peo-

PRIVATE IN WAR NOW MEM-



W. A. Oldfield, of Arknusas WASHINGTON, May 7. — (Special.)—W. A. Oldfield is a new member of Congress from Arkansas. He is a native of Arkansas, a graduate or Arkansas College and a lawyer by profession. He was elected Prosecuting Attorney twice, but he held no other office till he was elected to the present House. During the war with Spain he enlisted as a private and was mustered out lieutenant.

ple who are talking this way are men-who in other campaigns have whooped it up for Jerome from start to finish." Mayor McCleillan, who, by the way, is suspected of a Ryan taint, has consented to give out an interview on the Jerome matter. He says;
"I regard Jerome as the greatest cam-paigner in the world, an absolute marred

paigner in the world, an absolute marvel on the stump, but he could never be elected to office again without the in-dorsement of Tammany Hall."

Adopts New Political Device.

That Jerome regards himself serior as a candidate is made manifest by his recent actions. Some people say that he is managing the preliminaries with great astuteness. They point to the interesting preliminary gun fired at the recent grand Jury dinner, when no politics were dis-cussed, but various legal luminaries joined to give the District Attorney a hearty indorsement for his official acts. This was followed by the episode at Coope Union, when Jerome expressed his will Union, when Jerome expressed his willingness to explain, "man to man," anything in his official record that did not meet with the approval of any voter.
Old-timers say that the District Attorney has hit upon a brand new political device that may prove of value. His proposition is nothing more or less than that he shall stand before an audience and submit to "heckling," as the game is played in English campaigns.

Jerome believes that by carrying the fight into the "enemy's country" he will be able to disarm the opposition, and regain many of the votes that he has lost.

Will Be Nominated and Beater.

Will Be Nominated and Beaten.

Considerable stress is being laid upon-the banquet which has been arranged by Joseph H. Choate and others, a din-ner that is expected to have political effect. Much surprise is expressed beeffect. Much surprise is expressed be-cause a number of Republicans are run-ning the affair, when from the "dope" it seems that Jerome is a caudidate for the Democratic nomination. But, as one friend of the District Attorney truly

"Jerome will be nominated for something this Fall, and don't you forget it. I would not be surprised to see the start made by an independent nomination for Mayor. Then the Republicans or the Democrats can indorse him if they see fit, and they will propably see the advantage of tying up with a live one."

This is the view of an optimistic Jerome man, of course, but one thing he says is probably true. Jerome will accept some kind of a nomination, any old nomination, and if the big parties do not take him up, he will probably be a free lance, as he was four years ago. Jerome will be nominated for some

times have changed, and that the star of Jerome, after many successful years, has finally set. There is no politician so dead as a reformer, after the people have once sized him up correctly. And good observers are satisfied that the voters of New York have finally taken

G. A. R. and Spanish War Soldiers Hold Joint Session.

As a means of bringing the members of the G. A. R. and the Spanish War

Kidnapers Protest They Are

WOMAN MAKES NO DEFENSE

Will Contend No Crime Committed in Pennsylvania and Should Be Tried in Cleveland-Identification Is Positive.

MERCER, Pa., May 7.—Relying en-tirely upon their contention that the Pennsylvania courts have no jurisdic-tion in her case, counsel for Mrs. James Boyle, charged with aiding and abetting the kidnaping of "Billy" Whitla, refused today to offer any evidence in her behalf. Arguments will be made tomorrow. The prosecution's contention that Mrs. Boyle participated in this state in a conspiracy to kidnap the boy will be combated by the de-fense, which will endeavor to tave her turned over to the authorities at Cleveland.

The state's testimony was mainly

the same as that given yesterday in the trial of James Boyle, but some ad-ditional witnesses testified. One of the Cleve and policemen testified that she said when arrested:
"I am the frail woman who plarined

Both Blame Third Party.

The finding of the ransom money se-reted in her clothing was also testified o. The proprietor of the Granger spartments in Cleveland identified Boyle and Mrs. Boyle as the couple who rented an apartment under the name of Walter. Throughout toe proceedings Boyle and his wife apparently desired to bring out the name of another party said to have been connected with the case. Boyle at

want to tell the whole truth about his case now. I want the whole thing cleared up. The whole blame was on

Tonight Mrs. Boyle said: Prefers Suicide to Prison.

"Both Jimmy and myrelf have tried to tell the whole story. We have not been permitted to do so. It is not justice. Everything should be heard and threshed out. As for myself, I will commit suicide before I go to the penitentiary."

To avoid any repetition of last ever ing's demonstration of hostflity towards the woman, when the women of Mercer had applied opprobrious epithets to her Mrs. Boyle was driven to the court

had applied opprobrious epithets to her, Mrs. Boyle was driven to the courthouse in a closed carriage.

A mob of more than 100 women set upon Mrs. Boyle as she was leaving the courthouse yesterday on her way to the jail, and only the prompt action of Sheriff Chess, his three deputies and counsel for Mrs. Boyle prevented what seemed to be an ellort to harm the prisoner. Cries of "tar and feather her," "get a rope," and other such remarks were screamed by the women in the crowd.

Mrs. Boyle appeared caim throughout the disturbance and said:

"Ought to be flattered by this reception."

The Sheriff and counsel for the ac-

The Sheriff and counsel for the ac

cused woman finally succeeded in getting her to a place of safety. Boy Identifies Her Positively.

"Billy" Whitla, the kidnaped boy, was he first witness today. He repeated substantially his testimony of yesterday, given in the case against James H. Boyle. In referring to Boyle the boy called him "Jonesy," having been fold at the time of the abduction the man's name was

"Billy" identified Mrs. Boyle as the woman who had cared for him in Cleveland and whom he had known as Mrs. Jones. He identified a nurse's outfit as the clothing Mrs. Jones had worn and said she had red spots on her face, which she said were the re-sult of having had smallpox. He said the woman told him to tell his par-ents she was 44 years old and very

large.

The prosecution offered in evidence the note written for "Billy" to carry on the street car on his way to the Hollenden House, when he was returned to his father. The defense objected, claiming it did not concern Mrs. Boyle. "Billy" stated, however, that it was given to him in Mrs. Boyle's presence and it was admitted. Several other witnesses gave practically the same testimony they gave yesterday in regard to the kidnaping.

Boyle Wants to Tell All.

Boyle was put on the witness stand for the state, and asked to produce \$10,000 ransom. Without any re to the letter, Boyle almost shout his desire to tell the whole truth.

Attorneys for both state and defense, court officials and Judge Miller himself took part in the effort to stop Boyle's speech. He finally denied having the letter, saying he had once had it and the subsequent letters, but that he does not know where there.

James P. Whitle related the story of his search for the stolen boy, the receipt of letters demanding ransom and conof letters demanding ransom and conveying instructions and the recovery of his son. He was asked for the letters, but said he had returned them with the money. He offered copies and they were placed in evidence.

"Billy" Whitla was recalled and identified two of the letters filed as copies of those he had written at the dictation of "lines" on convergence the

of "Jones." On cross-examination, he stated that Mrs. Jones, as he called the woman, had nothing to do with the writing of the letters.

N. A. Shattuck, of the Cleveland police force, testified that Boyle, when arrested, said.

"I do not know the woman."
Miss F. Mills, proprietor of the Granger.
Apartments, in Cleveland, where "Billy"
says he was kept, identified Boyle and
Mrs. Boyle as the couple who had rented
an apartment from her, giving the names
of Mr. and Mrs. R. G. Walters. Miss
Mills was positive in her identification
of the woman.

4 P. M. to 9. P. M.

Gold-Framed Beauty Heads



Reg. \$1.25 Val.

Gilt frame, gold burnished, 12x15 inches. Fine water, color Beauty Heads and Landscape. An exceptional value. Art stores would charge you at least \$1.25 for this picture.

No Telephone Orders Taken ONLY TWO TO A CUSTOMER



Woman Is Not Mrs. Schoeffer.

CHICAGO, May 7.—Mrs. Anna Boyle now on trial in Mercer, Pa., for the kid-naping of Willie Whitla, never was married in Chicago to Edward Sch ried in Chicago to Edward Schoeffer, according to the Rev. Father H. J. Peters, of the Church of the Holy Family. It was reported that Mrs. Boyle was maried to Schoeffer in the West Side Church, February 4, 1965. It has developed, however, that the Anna McDermott, whose marriage was performed on that day, is now living in Milwaukee with her husband, Mr. Schoeffer. Her sister, a church woman, called upon the Rev. a church woman, called upon the Rev. Father Peters, Wednesday, with the information that Mr. and Mrs. Schoeffer never had separated.

SPECIAL AWARDS MADE

BLUE-RIBBON DOGS OF BENCH SHOW SELECTED.

Ch. Edgewood Biddy, Owned by Mrs. G. C. Israel, Is Picked as Best Canine in Exhibit.

More interesting than any other feature of the tenth annual bench show given under the auspices of the Port land Kennel Club, at First and Wash-ington streets, was the awarding of mixed special prizes last night. The very best dogs in the whole show were brought out for the inspection of the visiting public, and only prize-winners were on exhibition in this part

of the programme.

Cups and other trophles were dis
tributed for the best dogs in these
contests, and many of the already over contests, and many of the aircady over-laden prize-winners achieved still greater victories. Many handsome prizes for these mixed special winners were offered cups going to the ma-jority of winners. These will be presented tonight at the close of the show E. A. Parsons, president of the club is very enthusiastic over the success of the show, and says that the fullest ex-pectations of the members were real-The pecuniary success of the

show was also very gratifying.

Tonight, after the cups have been awarded, the dogs will be paraded around the room for the final inspection. Then they will be taken to their

around the room for the final inspection. Then they will be taken to their kennels, freer and happler dogs than they have been for several days.

The awards for the mixed specials were as follows:

JH. Edgewood Biddy, owned by Mrs. G. C. Israel, won the cup offered by E. A. Parsons for the best dog in the show.

Handsome Dan II, owned by Mrs. Allen Weich Smith, won the cup offered by the Orpheum Theater for the best dog in the show of opposite sex to winner of the Parsons' cup.

Illahee Brilliant, owned by E. T. Chase, won the cup offered by the Weinhard estate for the best dog owned by a member of the Portland Kennel Club.

Multnomah Flashlight, owned by W. B. Fechheimer, won the trophy offered by J. C. Harralson for the best dog of opposite sex to the winner of the Weinhard trophy. Sport, owned by Otto Schumann, won the roophy offered by W. M. Davis for the best dog bred in Oregon.

Champion Multnomah Blue, owned by W. B. Fechheimer, won the cup offered by Harry Litt for the best fox terrier.

Sound End Challenger, owned by G. C. Israel, won the cup offered by Thomas Scott Brooke for the best puppy.

Illahee Wildfire, owned by E. T. Chase, won the cup offered by Thomas Scott Brooke for the best puppy bred in Oregon.

Bow, owned by P. M. Boose, won the cup offered by the Hudson Arms Company for the best pointer or setter in the show, which has won, or whose sire or dam has won in open competition in a recognized field trial.

Handsome Dan II, owned by Mrs. Allen Meich Smith, won the painting offered by L. F. Thibau for the best setter or pointer. C.H. Edgewood Bilddy, owned by Mrs. G. won in open competition in a recognized field trial.

Handsome Dan II, owned by Mrs Allen Weich Smith, won the painting offered by L. F. Thibau for the best setter or pointer. CH. Edgewood Biddy, owned by Mrs G. C. Israel, won the challenge cup offered by Shreve & Co., San Francisco, for the best dog in the show owned by a lady and shown for the trophy by the owner. This is to be won twice by the same exhibitor, but not necessarily with the same dog. Teddy, owned by Mrs. Sanderson, won first prize in Yorkshire terriers.

MEMSIC FIGHTS LIKE TIGER

arrived here today on her maiden voy-age. She is the first vessel having a combination of reciprocating and turbine engines. She has a displacement of 15,000 tons and is the largest vessel enter the Port of Montreal.



SATURDAY IS HOSIERY DAY



ON SPECIAL SALE TODAY

"Wayne Knit" and "Onyx" Hosiery, 75c Values Pair 39c

Hand-embroidered and lace designs grounds of the newest colorings, including bronze, tans, taupe and browns. Silk Lisle, in black and all colors. Fine gauze lisles; ingrain lisle with white foot; out 39c size; 75c values, on sale...

\$1.50 quality "Onyx" pure thread silk Hose, in black, white and all colors; \$1.50 quality, on 98c sale, pair.....

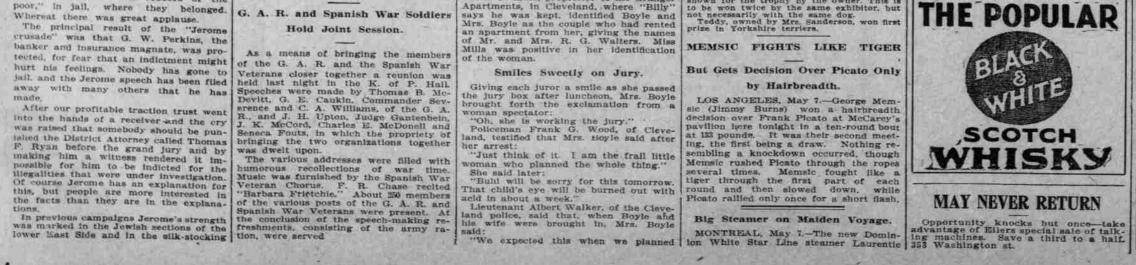
Buy the Children's Stockings Here

Good Hose in black and tans, regular 25c values, pair... 15c

The "Kas-Tie-On," a fortified stocking for boys and girls; every pair guaranteed as good for wear and in appearance as any 50c 25c stocking; pair......

SPECIAL SALE MEN'S GLOVES EVERY SATURDAY





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

me time as do our other street-rallway 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 co pany'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 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

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 "Commissior. 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 applied 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 in-different 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, so that operation of cars will not 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 but to the traveling public. If the Railway Company is required to do such work, due to the delay or negligence of city 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 some are inclined to take seriously the Mayor's objection to this clause, it is well for all who have questioned the justice to the city of having such a provision in the franchise, to understand that there is only one short piece of track in the entire franchise that would be affected by such a provision, and that particular place the company has agreed to fill in with dirt at its own expense. This forever eliminates any possibility of the company exercising the prerogative referred to. It should also be understood that all of the old franchises of the company contain the same provision as referred to above and so strongly criticised by the Mayor. Such provision has been in effect for several years without detriment to the city, hence the occasion for raising such an uproar at this time, when no one has been or will be injured in any way, is manifestly absurd.

has been or will be injured in any way, is manifestly absurd.

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

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.

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 "The provision for free sprinkling of the standposition of the first provision for free sprinkling of the standposition of the first provision for free sprinkling of the first provision for free first provision for free sprinkling of the first provision for free first provision for first provision for free first provision for first provision for first provisi

lines, bridge crossing, terminals, etc., it is often found impossible to make them.

"The provision for free sprinkling of streets by the company was enot 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 rallway; but we pay a large portion of the cost of paving the streets upon which our rallway 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 Eighth 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 ralls 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 any of the

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.

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 sliculid 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 fairminded 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.

We state in conclusion, that were it possible to submit this fran-

We state in conclusion, that were it possible to submit this franchise to a vote of the people at the June election, the company would offer no objection whatever thereto; but an effort to hold up the franchise for an indefinite period, is manifestly unfair to the sections requiring immediate extension of carlines.