BRIDGE RENT PLAN CITY ADVANTAGE

Lease of Upper Deck of Proposed Steel Span Cheaper Than Building Viaduct.

FRANCHISE ALLOWS TOLL

Railroad Authorized to Adopt One of Three Methods in Exacting Payment if Portland Makes Floor Free to Public.

Should the city desire to make a free bridge out of the upper deck of the projected railroad structure spanning the river, between Glisan and Oregon streets, it can do so at much less expense than if the municipality should build and own a viaduct there.

Or, if the city should not desire to open the upper floor of the bridge to free transit of the public, the railroad will then be authorized to collect tolls at rates fixed by the County Court. The franchise awarded by the Port of Portland last August to the railroad for the river span requires the company to permit any other railroad to use the bridge and also to use 2000 feet of the track approaches on the East Side and 1000 feet on the West Side, at rates to be fixed in last resort by the Railroad Commission of Oregon.

Three Methods Proposed.

Should the railroad enter into contract with the city or the county for free use of the upper deck by the public, the railroad is authorized in the franchise to demand of the city or the county the following terms:

First—Payment to the railroad annually of 5 per cent interest of the cost of building the upper deck addition to the bridge. (This cost will be between $450,000 and $500,000 according to O. R. & N. authorities).

Second—Payment to the railroad of actual cost of operation and maintenance of the upper deck.

Third—Payment to the railroad annually of a sum for depreciation, which compounded semi-annually at 4 per cent, at the end of 20 years will equal the cost of the bridge.

These three charges would not exceed $50,000 a year, from which a deduction of between $10,000 and $20,000 would be made for tolls that the streetcar company would pay. The cost of the projected Broadway bridge will amount according to engineering authorities to between $2,000,000 and $4,000,000, involving an interest payment by the city of close to $100,000 a year, in addition to cost of maintenance and operation and depreciation.

The O. R. & N. Co. secured from the Port of Portland Commission last August a franchise for spanning the river and the franchise was subsequently approved by authorities at Washington. The franchise requires the company to begin work of construction within one year of the time the franchise was granted and to complete the bridge within two years.

Toll Bridge Not Likely.

According to its terms the company may enter into a contract with the city or with the county for public use of the upper deck, but the payments demanded shall not exceed those specified in the foregoing. In case neither the county nor the city shall accede to the terms of the railroad, the company may charge tolls to be fixed by the County Court, but the tolls shall not be so low as to make a return to the company of less than 5 per cent interest on the investment, cost of operation and maintenance and the annual sum specified in the foregoing for depreciation. However, inasmuch as the company could not compete with the city's free bridges, it is not believed that the company would wish to make the viaduct a toll bridge.

Another provision of the franchise requires the O. R. & N. to admit other companies to the use of the railroad deck and the railroad approaches thereto. The two articles relating to these points are:

Article II.

As a condition for the right to construct said bridge at the proposed location, the O. R. & N. Co. shall, at its own cost and expense, construct an upper deck over the railroad bridge, and suitable approaches thereto, the west approach to commence near the northeast corner of Third and Glisan streets and the east approach to land at or near a point where Oregon street and Adams street converge, in said City of Portland, said upper deck to be for the purpose of travel by streetcars and wagons, automobiles and vehicles of all kinds and passengers and pedestrians, but for said additional expense involved in the construction of said upper deck and approaches and maintenance of the same, said railroad company shall, subject to the provisions hereinafter stated, be entitled to charge tolls for the travel over said upper deck of said bridge by streetcars, all classes of vehicles and passengers, or it may contract with the City of Portland or the County of Multnomah for furnishing said upper deck as a highway between said respective portions of said City of Portland on opposite sides of said river, but said railway company shall not exact or receive, either from the city or county or from any sources or combination of sources, any sum or sums, amounting in the aggregate in excess of 5 per cent per annum as a net return upon the additional cost involved in the construction of said upper deck and approaches of said bridge, and in the event no contract is entered into by said railroad company, its successors and assigns, with the said County of Multnomah or the said City of Portland for furnishing of said highway on said upper deck of said proposed steel bridge, then and in that event, the said railroad company shall be limited in the tolls it is authorized to charge for the use of said bridge by vehicles of all kinds and pedestrians, to a toll that will net said railroad corporation 5 per cent upon the additional investment occasioned by the construction of said upper deck and approaches, said net return of 5 per cent interest on said investment to be arrived at after charging as an expense all the expenses incident to the maintenance and operation of said upper deck of said bridge and such additional sum per annum on account of depreciation as if set aside and compounded semi-annually at 4 per cent per annum interest would at the end of 20 years, produce a sum equivalent to the additional cost involved by such construction of said upper deck and approaches, and if at the end of such 20-year period the bridge hereby authorized shall continue to be in use, the O. R. & N. Co., its successors and assigns, shall no longer be entitled to charge as an expense for the maintenance of such upper deck any sum on account of depreciation. And in the event said City of Portland or said County of Multnomah does not enter into any contract with said railroad company for the use of said upper deck of said steel bridge, as aforesaid, then the maximum rates of toll over said bridge, to be charged by said railroad company, shall be fixed by the County Court of Multnomah County, Oregon, subject always to the provisions hereinbefore recited, but that the same shall not be fixed at a rate so low that said railroad company shall not receive per annum from all sources, 5 per cent interest on the additional expense necessarily incurred by the construction of said upper deck and approaches to said steel bridge.

Article VII. All railroad companies using steam or such other motive power as the O. R. & N. Company may hereafter adopt, desiring to use the said bridge and the approaches thereto, shall have and and be entitled to equal rights and privileges with the O. R. & N. Company, its successors or assigns, relative to the passage of railway trains or cars over the same, upon the payment of a reasonable compensation for such use to the O. R. & N. Company, its successors or assigns, and the O. R. & N. Company, its successors or assigns, shall, upon the payment of such reasonable compensation, permit any and all other such railroad companies to use said bridge and such approaches thereto, for the passage of trains or cars over the same, in the same manner and under the same rules and regulations as the O. R. & N. Company, its successors or assigns, may prescribe for its own traffic over the said bridge, and in case the said O. R. & N. Company, its successors and assigns cannot agree with such railway company or companies as to the amount of such compensation to be paid, then and in that event, the Railroad Commission of Oregon shall constitute a board to determine what compensation shall be, and the decision of a majority of said Commission, upon said question, shall be binding upon the parties thereto, and if at any time the Railroad Commission of Oregon shall cease to exist and the O. R. & N. Company, its successors and assigns, cannot agree with such railway company or companies as to the amount of such compensation to be paid, the Judges of the Circuit Court of the State of Oregon, for the County of Multnomah, shall constitute a board to determine what compensation shall be, and the decision of a majority of the said Judges in the premises shall be binding upon the parties thereto. The word "approaches" as used within this section is hereby defined to mean the main railway tracks of said O. R. & N. Company, as definitely located and constructed, running 2000 feet easterly from the most easterly abutment of said bridge, and the main railway tracks of said O. R. & N. Company, as definitely located and constructed, running 1000 feet westerly from the most westerly abutment of said bridge.

"NOODLES" OFF TO EAST

FORMER NEWSBOY FINISHES WORK IN PORTLAND.

Audience That Greets Him in Morning Grows Over-Enthusiastic in Appreciating Speaker.

"Noodles" Fagan, after leaving the Grand Theater tonight, will jump directly to Chicago. The old-time newsboy has spent a week with the paper peddlers of the Oriental Gateway, giving them instruction in their business and the experiences of his own successful life.

Yesterday morning "Noodles" entertained all the boys who could be crowded into the Grand. Portland's high schools were largely represented in the audience both by teachers and pupils. "Noodles" had some trouble controlling the enthusiasm of his guests from newspaper row, who were bent on showing their appreciation of the various numbers on the programme.

Mr. Fagan delivered a lecture on thrift, bad habits and cleanliness. During the week he has pounded into the young newspaper merchants the idea of honest dealing. "No short change, no false and misleading cry of fake stories to create a market for papers, no smoking and no drinking," are the things which Fagan insists shall be in the business education of every small merchant.

Particularly dwelling on the responsibility which a boy should assume towards his home, "Noodles" touched the hearts of his hearers with a homely description of what "mother" has done for every one of them. His idea of the treatment to be accorded the mother was to make her the best friend in the world to the boy, and to appreciate that friendship through little attentions. He argued that a boy who was good to his mother could be depended upon to make a good citizen.

A testimonial which "Noodles" treasures was presented him by Frank Rigler, superintendent of the Portland High Schools. It reads as follows:

"Mr. Noodles Fagan, while addressing our two high schools today, was listened to with the closest attention and with boundless enthusiasm. There is that about the history and the personality of the man that makes him interesting to young people, while the earnestness of purpose and correctness of viewpoint make one of his talks a real uplift."

CLUB TO HONOR WILLIAMS

Birthday Banquet Planned for State's Distinguished Citizen.

In celebration of his 87th birthday, Judge George H. Williams, Oregon's most distinguished citizen, a banquet will be tendered to him at the Hotel Portland Saturday night, March 26. Invitations to the dinner, which will be a $6 a plate affair, have been sent to many of the prominent men of the state and the committee is leaving nothing undone to make the occasion a happy one.

Judge M. C. George, president of the Republican Club, under whose auspices the banquet is being arranged, will be the toastmaster. The programme of toasts has not been arranged finally, but F. A. Moore, chief justice of the Oregon Supreme Court, and C. E. S. Wood, of this city, probably will be two of the speakers. The dinner will begin at 6:30 o'clock, and, it is announced by the committee, will not necessarily be a formal affair.

The members of the committee which is arranging the details are: Judge George, Mayor Simon, C. W. Fulton, W. D. Fenton, W. D. Wheelwright, C. F. Beebe, R. L. Glisan, and Charles E. Lockwood.

CARD OF THANKS.

We desire to thank the many friends for their kindness and sympathy in our bereavement and for the beautiful music at the funeral services of our late husband and father, H. M. Hance.
** MRS. H. M. HANCE AND FAMILY.

FARMING TRAIN TO BEGIN LONG TOUR

Demonstrators Will Leave Tonight to Spend Nine Days in Eastern Washington.

ITINERARY CHANGES MADE

Besides Experts and Agricultural Implements, Several Tons of Literature Will Be Carried—Excursions Are to Be Run.

With every prospect of attracting unprecedented crowds, the O. R. & N. farming demonstration train will leave the Union station at 11 o'clock tonight on its nine days' tour of Eastern Washington.

So strong is the interest in the movement that connecting lines not under O. R. & N. jurisdiction are naming special rates and advertising special trains to carry farmers to the points were demonstrations will be given. This assistance to the movement is being given by the Sumpter Valley Railroad, the Central Railroad of Oregon, the Great Southern and the Mount Hood Railroad.

More than 15,000 itineraries have been distributed throughout the territory that will be visited. Included with this 15,000 were more than 10,000 letters containing special invitations and which were mailed to farmers in the Eastern portion of the state. In addition two representatives of the railroad have been kept on the road for more than two weeks distributing itineraries and advertising the train. In this they have been assisted by all passenger conductors and station agents and by the commercial organizations in the towns comprising the itinerary.

Over Ton of Bulletins.

The train, in addition to the demonstration paraphernalia, livestock and experts, is to carry a considerable tonnage of literature. There will be more than a ton of bulletins which have been prepared by the Oregon Agricultural College and which will be given out to all visitors at the demonstrations. These bulletins will describe the methods and character of farm work advocated on the train and will constitute a memorandum for the farmers to carry home with them and study.

All who receive free samples of seed will also receive printed instructions for growing. The seed includes dry farmed alfalfa, Minnesota corn and Canadian field peas. A special set of instruction goes with each variety of seed.

Carrying out the advice of the college experts that farmers have tests made of the seed used on their lands, the railroad company has had all the seed that will be distributed tested by the agricultural college experts. For instance the test on the alfalfa showed it to be 9.35 per cent pure, a result that brought commendation from the college experts. In addition methods of home testing of germination qualities are to be illustrated on the train.

Special Cars Arrive.

The six cars which will carry the demonstrating features of the train have been arranged and equipped at the college and yesterday were brought to Portland by special train from Corvallis. The train, in addition to the demonstrating cars, will carry a sixteen-section sleeper and a business car. The persons that will be carried by the train will probably number nearly 40. Every berth, lower and upper, in both the sleeper and business car will be occupied. The names of several more college experts have been added to the personnel of the party since the printed itineraries were issued.

The additions are G. R. Hyslop, Orlen Beatty and R. M. Morgan, of Corvallis, and Robert Withycombe of the experiment station at Union. The other experts from the college include Dr. James Withycombe, director of the Oregon Experiment Station; H. D. Scudder, agronomist; F. L. Kent, dairy husbandman; James Dryden, A. G. Lunn, R. W. Rees and R. J. Dryden, poultry husbandmen; E. H. Spillman, assistant horticulturist, A. L. Applewhite, foreman, Corvallis; H. Umberger, superintendent Moro experiment station; R. W. Allen, superintendent Umatilla experiment station.

Railroad Men to Go.

Among the railroad representatives who expect to be on the train are: R. B. Miller, traffic manager; F. W. Robinson, assistant general freight agent; G. L. Anderson, secretary to Mr. Miller; W. W. Bollons, superintendent; F. R. Dunn, traveling freight agent, Portland; C. F. Vandewater, traveling freight agent, Walla Walla, and A. A. Morse in charge of train. Other members of the party will include D. O. Lively, of the Union Stockyards Company, several newspaper men; G. M. Weister, photographer; D. S. White, electrician and a train crew that will remain throughout the trip.

Several minor changes have been made in the itinerary. In response to requests from the commercial organization and numerous residents of Mosier it has been decided to include that place in the stops on the last day. The demonstration hours on March 30 have been changed accordingly to the following: The Dalles, 9 A. M. to 11:30 A. M.; Mosier, 1 P. M. to 2:30 P. M.; Hood River, 2:45 P. M. to 4:45 P. M. On March 23, the demonstration heretofore advertised for Union Junction will be given at the town of Union, from 8:30 A. M. to 10:10 A. M.

The list of dry farming utensils and machinery that will be carried for demonstration purposes was given out yesterday by the company as follows:

Apparatus on Train.

One double disk drill with grass seed box and press wheel attachment; one sub-surface packer, one knife cultivator, one sulkey plow, with Dunham roller attachment; one Acme harrow and harrow cart, one alfalfa harrow, with truck; one subsoil plow, one double cutaway disk, with tongue truck; one mounted weeder, one smut clear cleaner, one milking machine, one gas engine and dynamo. The engine and dynamo will supply electric lights for the train.

Heretofore in demonstration trains there has been considerable congestion of people due to the fact that the entrances and exits were at the ends, making it necessary to step from one car to the other. For this trip portable wooden steps have been made and will be used at the side doors of the baggage-cars so that persons interested in the demonstration in one car and not in another need not interfere with other visitors in reaching the demonstration in which they are interested.

Holy Week Services Planned.

Holy Week services will be held at Sacred Heart Church this week. On Holy Thursday the institution of the holy sacrament will be commemorated at 9 o'clock A. M. with solemn high mass; thereupon the altars will be stripped. Wednesday, Thursday and Friday evenings services will be held and a sermon preached every evening. The Presanctified, on Good Friday, will be observed at 9 o'clock and the adoration of the cross will follow. At 3 o'clock the stations of the cross will be made. On Holy Saturday services will start at 8:30 o'clock, the prophecies will be sung, the Easter water blessed, and the entire liturgy of the day will be followed. St. Patrick's day was observed in Sacred Heart Church with a high mass at 9 o'clock, when a panegyric was delivered in honor of the saint.

CITIZENSHIP IS DENIED

NOT KNOWING WHO BOURNE IS DISQUALIFIES APPLICANT.

Statement Number One Also Mystery, so Judge Morrow Gives Him Month for Study.

Although he was able to explain how the Nation's laws are made, and to define the difference between a republic and the form of government of his native country, Denmark, Peter Andresen, a doctor, living at 966 East Twenty-first street North, declared yesterday that he had never before heard of Jonathan Bourne, and that he was ignorant concerning the meaning, in local political affairs, of Statement No. 1. Citizenship papers were refused to him until he should learn more of the things concerning which he was ignorant.

The applicant had just explained that each state was entitled to two United States Senators, when he was asked:

"Who are the two United States Senators from Oregon?"

"Mr. Chamberlain is one, and the other is——"

But here the answer was concluded by the acknowledgement that the doctor was ignorant who the other Senator is. Then Judge Morrow personally took up the line of questioning by saying:

"Do you know who George Baker is?"

"No," was the reply.

"Are there any Councilmen elected from the East Side?"

"I suppose there are, but I don't know their names," was the explanation.

"Now," said Judge Morrow, walking up close to the chair in which the applicant sat, "I want to know if you know who Jonathan Bourne is?"

"I don't know."

"Did you ever hear of him?"

"No," was the prompt reply.

"Do you know what is meant by Statement No. 1?"

The applicant shook his head, and after some further questioning he was informed that another examination would be given a month hence.

Andresen said that he was born in 1872 and that he had lived here since 1901. He produced two witnesses to prove that he had lived in Portland since 1903.

"Infallibly" and "Invariably."

PORTLAND, Or., March 18.—(To the Editor.)—Will the Editor kindly settle a little controversy for us? Smith said to his son, who was carrying some thin glasses: "Don't stack those glasses up, as they are so thin they infallibly break if you do so."

I laughingly said, "What is the definition of the word 'infallibly'?" The answer was, "Never failing."

I contend the word he should have used is invariably. Please give us your opinion and an illustration of the proper use of the other word. I know a common use is in speaking of "our God" as "an infallible God," and we often hear certain medicines called "infallible remedies," will you show just where the difference is?

JOHN JONES.