

LICENSES GIVEN TO LAW BREAKERS

Council Committee Issues Liquor Permits to Keepers of Notorious Houses.

SIGLER WANTED TO PASS WORK TO HIS SUCCESSOR

Fliegel States All North End Saloons Are Openly Violating Statutes.

Retail liquor licenses were granted yesterday by the license committee of the council to J. H. Phillips, who conducts a saloon in the notorious Paris house, to the Green Front theatre, the Orpheum saloon and several other houses which have been running the past year in open violation of the law.

Applications of E. H. West of 747 Williams avenue, William Smith of 715 Williams avenue, J. E. Kerrick, 500 First street, and E. E. Williams and F. Gleason of 43 North First street, were held for further investigation, while licenses were denied G. A. Lane of 814 Sawyer street, Charles D. Schmid of 508 Washington street and H. W. Huss of 466 Dekum street.

Many of the places for which licenses were granted are notorious combinations and are far worse than some of the places which were denied permits. This is particularly true of the Paris house, the license for which was granted by E. Zimmerman, Dr. Sanford Whiting and B. D. Sigler.

The applications of Dr. or 12, including the Paris house, the Green Front theatre and the Orpheum saloon, were the last granted. "I think I will leave the signing of these applications to my successor," ventured B. D. Sigler, who will resign from the council soon. "It is better for you to sign them than to leave the work for one who is not acquainted with the situation," urged A. F. Fliegel.

"I don't know what to do," remarked E. Zimmerman, looking appealingly around. "I am in favor of granting a license to the Paris house," said Dr. Whiting. "All these people are bunched together and if the saloon is taken from them they will go out and get their liquor. I understand they keep an orderly place."

"I was there about a year ago, and it was all right then," piped up Councilman John P. Sharkey, who is not a member of the committee.

"What effect will the box ordinance have on these places?" inquired Whiting. "Not much," returned Fliegel. "The real truth is these places are all conducted in open violation of the law. You men have already signed permits granting licenses to just as bad places as these you are holding up."

"Here goes then," said Sigler, beginning to sign the applications. He was followed by Whiting and Zimmerman, and the licenses were ordered issued.

The merits of the Orpheum saloon were discussed in detail. Fliegel raised the objection that the proprietors did not keep their agreement with the committee, made at the time the license was first granted, to the effect that there was to be no "box rustling," no women and no gambling in the place. "Within a few weeks," said he, "after the license was granted they broke their agreement and the place has been growing worse all the time."

After questioning "Kit" Carson, one of the proprietors, it was learned that women received a percentage on liquor they sell in the theatre.

Councilman Sharkey again made himself heard. He remarked that he was at the Orpheum the night before. "I saw many respectable people there," said he. "Among them was a prominent county official with a man friend and some women. They called me over and I had a bottle of beer with them. My office is near there and I never heard any complaint against the place. The girls who work there sit in the balconies after they leave the stage and men meet them and drink with them."

The petition to grant licenses to W. M. Smith of 715 Williams avenue and E. H. West of 747 Williams avenue met with strong opposition from Mr. Fliegel. Smith is backed by the Weindard brewery and West by the Star brewery. It is a fight between these two concerns over the location of a saloon in the neighborhood. Fliegel refused to grant two licenses, but the committee would not decide the matter and referred the applications to the council without recommendation.

To Cure a Cold in One Day.
Take **Loxative Bromo Tablets**. All druggists refuse to give it if it fails to cure. E. W. Grove's signature on each box. 25c.

Holiday Beach Rates.
For the holidays the O. R. & N. makes the very low rate of \$4 for round trip to beach points. Dates of sale, December 23 and 30. Final limit, January 3. Particulars of C. W. Stinger, city ticket agent, Third and Washington sts.

Clean Coal

FULL WEIGHT PROMPT DELIVERIES
WE CARRY IN STOCK ALL OF THE BEST GRADES OF COAL AND COKE, AND WITH OUR FACILITIES FOR HANDLING, WE CAN MAKE DELIVERIES PROMPTLY AND SEND OUT NOTHING BUT CLEAN LUMP COAL

HOLMES COAL & ICE CO.
353 Stark Street

LOCAL MUSICIAN GAINS HIGH HONOR

Compositions of F. W. Goodrich Accepted by Paper Considered Church Standard.

ORGANIST AND CHOIR DIRECTOR OF ABILITY

Splendid Reputation Gained in Most Celebrated Cathedrals in Great Britain.

Frederick W. Goodrich, organist and choir director at St. David's Protestant Episcopal church, received notice this week that two compositions, "Souls of the Righteous" and "Blessed City," which he submitted were accepted for publication by the Parish Choir, one of the severest judges of musical art in the country.

Mr. Goodrich, who has been organist at St. David's since last July, is the author of a number of meritorious compositions, and has presided at the organ in many celebrated English cathedrals. He served at St. John the Baptist cathedral in Kensington; St. Peter's at Hammersmith, London; St. Clement's at Kennington; St. Colum at Kennington, and at Hitchingly, Surrey county, where he had a large choir, choral society and orchestra.

Since coming to St. David's Mr. Goodrich has gained for the church a distinction among musical people, and has the co-operation of the representative vocalists of Portland. On Wednesday evening he gave a recital, assisted by Mrs. Rose Bloch-Bauer, D. B. Mackie, James G. Burness and the men of the choir. The program was appropriate to the Christmas tide, and was made up of vocal and instrumental selections from compositions by Handel, Bach, Gounod, Dubeux, L'Esprit, Best and Guilmant, and was one of the most charming musical events ever given in the city.

Mr. Goodrich's numbers covered a range of expression sufficient to demonstrate his versatility. His numbers were: "Fugue in D Minor," Bach; "March of the Magi Kings," Dubeux; "Andante Pastorale" from the oratorio "Light of the World," Sullivan; a fantasia on old English carols, W. T. Best; "Serenade to the Madonna," by H. Berlioz; "Old Scotch Carol" and "Old French Noel," Guilmant; and the chorus, "For Unto Us," from Handel's "Messiah."

Mrs. Bloch-Bauer sang two numbers from the "Messiah," "Rejoice Greatly" and "Come Unto Me," and by request added to the program as previously prepared the magnificent "Gloria to God," by Meyer-Hellmud, which afforded opportunity for an instrumental wonderful power in the fortissimo work.

It is announced that Mr. Goodrich will give other recitals this winter.

INCORPORATION IS REMEDY FOR EVILS

Mt. Tabor and Montavilla Seek Happiness Through Individual Existence.

Mt. Tabor citizens will hold a mass meeting this evening at the Baptist church, to discuss the advisability of incorporating. H. G. Platt, chairman of the Mt. Tabor Improvement Association, and Henry W. Hodges, secretary, called the meeting. When the association last met a committee to draft a charter was appointed, with George H. Andrews as chairman.

It is understood that a strong sentiment against incorporation has arisen, and the meeting probably will develop some earnest discussion. Those who urge incorporation state that unless a town is formed the people cannot get Bull Run water, secure proper street improvements or obtain sewer service.

Opponents of incorporation aver that getting Bull Run water does not depend upon obtaining a charter, but upon the city of Portland having a surplus of water to dispense in the territory outside the city limits, and that water will be given them as soon as it can be spared. They say the people there paid last year 15 1/2 mills, against 40 paid in the city, and will this year pay 25 against probably 25; that the difference will be at least 15 1/2 mills in favor of present conditions.

Montavilla people are also looking carefully into the question of incorporation, and yesterday a delegation of citizens visited the city to obtain data. The committee has examined the charter of Gresham, obtained under the general statute, and, learning that Gresham is dissatisfied with it, are considering the wisdom of drafting a special charter.

Spinners and widows should not forget that there will not be another leap year till 1968.

Preferred Stock Canned Goods.
Allen & Lewis' Best Brand.

EXPERT BIBLER EXAMINES PLANS

Those of Bridges Over Balch and Marquam Gulches Occupy His Attention.

WILL REPORT ON THESE STRUCTURES VERY SOON

Declines to Be Drawn Into Any Controversy on Figures Made to Committee.

Charles E. Bihler, the bridge expert, is today examining the plans and specifications of the Balch and Marquam gulch bridges. Mr. Bihler returned from Tacoma on an early train, and after a few minutes conference with chairman C. E. Runnels of the council special committee resumed his work. Less than a week will undoubtedly suffice for the examination.

"I do not care to enter into any controversy over my work," said the engineer this morning at the Portland. "I made a report, embodying my conclusions, which were reached after careful investigation, and that finishes my work. I will stand by my report. The report on the other structures will be ready soon."

Mr. Bihler was asked specifically in regard to the usual practice in railroad bridge engineering as to the basis of payment for extra or additional work. His answer was made with emphasis that he spoke in the abstract, and was not making reference to bridges of Portland.

"A percentage basis of profit may be adopted, or the matter of paying for additional work may be left to further contract agreement of the parties," said he. "It would be difficult to state whether 15 per cent profit on cost of material and labor is fair in any case without knowing conditions of that particular bridge. Conditions vary."

Mr. Bihler did not care to state whether a 15 per cent profit on cost of material and labor would be fair in the Morrison street bridge case. He said the original contract provided that additional work might be paid for this, or by agreement.

When asked in regard to his estimate of the weight of steel stringers used in substitution of wood, and the original estimate of the contractor, which shows an expert to be but 24,000 pounds under the contractor's own figures, Mr. Bihler said that his weight estimate was in round numbers, and that the variation indicated amounted to nothing. The difference would aggregate less than \$1,000.

There will be an "extra" consideration when taking up the first steel bridge over Marquam gulch, the amount involved being about \$10,000. The expert will be asked to say if the price paid for this additional work was near its reasonable value. A report is being prepared by Balch gulch and the Front street bridges over Marquam gulch, there has been no time yet for additions to be made by the executive board.

Early next week the special committee will have to resolve itself into some sort of judicial body to determine what shall be done in regard to the price of steel work. As the committee has been working with the Taxpayers' league, it is probable that another conference will be had with that body before reporting finally. It is also barely possible that further light may be sought on the controverted points. The Pacific Construction company and City Engineer Elliott may be asked to give details showing wherein their estimate is more correct than Mr. Bihler's. If all of this work still leaves the committee convinced that an excess profit of \$10,000 is being made by the contractor, a further action shall be taken; is the question. The executive board ordered the work, and has the power of approving it. Payment is not by district assessments, as in the case of the Tanner creek sewer and the gulch bridges, but is by the city at large, and the council has not the same latitude in levying the amount. The question is whether the council can do more than make a recommendation. How such a recommendation would be received by the executive board is to be determined. When the matter is referred to the city council, the committee would have a report by the board's own expert, if any inquiry whatever was to be made into the matter.

To Investigate Reports.
A meeting of the special Morrison street bridge committee of the executive board is in session this afternoon for the purpose of investigating the reports regarding the alleged frauds connected with the construction of the structure. One thing into which the committee will inquire very carefully is the charge that an excessive sum has been allowed the Pacific Construction company for the extra, and especially the steel stringers.

It is not at all probable, according to a member of the committee, that the recommendation of George H. Hodges to appoint a special committee to investigate the alleged excessive charges made against the contractor, will be considered. He stated that the committee had the opinion that the committee would conduct its own investigation without hiring another expert.

It is understood that F. M. Butler, the manager of the Pacific Construction company, will make a statement to the executive board regarding the cost of extras used in the bridge. It is said that he contends the extra cost him much more than the price he has charged by Mr. Howell. For the reason that he was under contract with the American Bridge company to purchase all the steel to be used on the bridge from that firm, and that at the time the contract was made the price of steel was much higher than when the material was quoted in the various reports.

It is expected that Mr. Butler will give an itemized account of the cost of all the extra material he has used in the bridge.

COOS BAY PEOPLE WOULD TRADE HERE

Coos Bay people want to trade in Portland, and have invited local cooperation in developing that field. I. S. Kaufman, corresponding secretary of the Coos-Bay chamber of commerce, writes to the Portland Commercial club asking that Manager Fred Richardson visit that country and stir up the subject of Portland trade. He says:

"There is no reason why trade relations between this country and Portland should not be quadrupled within a short time. We are loyal to Oregon. Portland is Oregon's commercial city, and should have the bulk of our trade, instead of San Francisco. The real here alone should prove a strong factor, if once started in that direction, in bringing about a closer relationship between Portland and the section."

Coos county will have a large exhibit at the Lewis and Clark fair.

NEW RAILROAD ERA ON HEAVY RAILS

Notable Improvements Being Made in All Lines Centering in This City.

VAST AMOUNT OF WORK BEFORE FAIR OPENS

Many Millions of Dollars Will Be Spent on Better Service to California.

The operation of railroads in Oregon is passing through a revolutionizing period. The day of slow trains is nearly done, and a faster era is coming in on heavier steel rails, steel bridges, stone culverts and ballasted roadbeds. The enormous improvement wrought in the physical condition of the Oregon Railroad & Navigation company's main line from Portland to Huntington during the last 18 months, and the laying of 60 miles of new rails on the Southern Pacific main line in southern Oregon during the last four months, is not nearly all that the Harriman officials have planned. A vast amount of work is to be done on the Southern Pacific Oregon lines during the next year. The bulk of the year's work will be done in the next four months. A herculean effort is to be made to push this line in first-class condition for the opening of the Lewis and Clark fair travel.

Several million dollars will be spent in improvement of the Southern Pacific main line between Portland and the California line. Already an order is placed for \$700,000 worth of steel rails, 80-pounders, for continuing the work of track laying north from West Fork. These rails will be delivered here next month, and the company will put a large force of men upon the right of way and rush the work through before the fair travel begins. The finishing touches are being put upon the O. R. & N. main line, and that road is already in shape for the heavy travel expected.

Efforts from this time will be concentrated on the main line of the Southern Pacific from West Fork northward. South from that point the improvement is nearly completed. New 80-pound rails have been laid from West Fork to Grants Pass, a distance of 80 miles, and many steel bridges and fills have taken the places of wooden trestles. The work from West Fork to Portland is planned away ahead, and although its completion may not come until a year from next fall, the laying of heavy rails and erection of steel bridges will be pushed as far north as Cottage Grove next year.

This will bring the improvements to a point where level country is reached, and beyond which the heavy "helper" locomotives of the mountain divisions do not run. The object in rebuilding the mountain divisions first was to provide heavy tracks for the locomotives that help pull the Southern Pacific's trains over the Siskiyoues.

In a few weeks the track improvements have been ordered, which will complete the new track nearly to Cottage Grove. After that work will be continued northward, but with less rush, until the

AIMS OF VOLUNTEERS.
This organization is non-sectarian and is in sympathy with all evangelical churches. Its aim is to bring the non-church-going element under Christian influences. Gospel meetings are held every night in the week in the Volunteer armory, at 247 Ankeny street. The sick are visited and the poor are relieved to the extent that means are furnished. All donations of food and clothing are thankfully received at headquarters, 245 Ash street, rooms 3 and 4, or phone Hood 1691. On Saturday evening a watch meeting will be held and everybody is invited to have coffee and cake free of charge and watch the old year out and the new year in.

A free electrical panorama at the corner of Third and Alder streets, from 8 a. m. to 9 p. m.

Cleaning Up Sale of 1904 Pianos

These pianos, some damaged in shipping several shop-worn pianos, some discontinued styles, and a number of pianos have called in from rental. All of the above pianos, besides many we have taken in exchange as part payment toward the purchase of some of our new Steingway, Eberly, A. H. Chase, Strohmeyer and others of our leading pianos, are now being offered at prices far below their real worth. It will pay you to see them. Easy payments accepted—old instruments taken in exchange.

Soule Bros. Piano Co.

(STEINWAY DEALERS)
Cor. Morrison and West Park sts.
N. E.—Be sure to hear
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STEINWAY PIANO
ARMORY, JANUARY 4.

Southern Pacific trains run into Portland on 80-pound rails. Then will come revision of time schedules, and undoubtedly a fast through train between Portland and San Francisco.

In addition to the vast amount of new equipment for the Southern Pacific already announced that company has ordered 10 new passenger coaches from the Pullman company, and is building four new mail cars in its Sacramento shops.

Fife's Cure for Consumption is an effective remedy for coughs and colds. 25c.

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SECOND ANNUAL CLEARANCE SALE

Is Now in Full Swing!

Every article (except contract goods) sharply reduced. Exclusive High-grade Clothing, Furnishings and Hats are offered here now at a GOOD SAVING in price to you!

BUFFUM & PENDLETON

Clothiers — Furnishers — Hatters
311 MORRISON ST.
Opposite Postoffice Square

Dry short slab wood, stove lengths, per cord **\$3.00**
Dry short cordwood, stove lengths, per cord **\$4.50**

Same Kind of Wood—What's the Difference? Per cord **\$1.50**

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JOURNAL WANT ADS PAY BEST

Pending the Completion of the Columbia Southern Railroad to LYTLE, Crook County, Oregon, an

AUTOMOBILE LINE

WILL BE OPERATED

To Lytle from Shaniko

Beginning within a few weeks, so that travelers may have not only a comfortable but really enjoyable ride between these two points. The town of Lytle is becoming of such importance that quick time is desired to the present railroad terminus, so the automobile is to do the business until the locomotive is introduced.

Free Sites for Factories are Given to Men Who Mean Business

And a flouring mill, woolen mill, sash and door factory, furniture factory, brewery, small machine shop and foundry, and all such other concerns as belong to the make-up of live communities are needed at Lytle.

A Great Field for a Good Hotel

Is open here. No more profitable investment could be made, and whoever secures the location will reap the cream of the great harvest in store for some one before many months have passed. Lytle having been officially declared the terminus of the Columbia Southern railroad, soon to be extended from Shaniko, will afford an opening for an enterprise of this character that cannot help but make its owner independent within a few short years. However, ONLY PERSONS ABLE TO ERECT A SUITABLE BUILDING ARE WANTED. The opportunity for making money is too great to make it necessary to peddle the offering around or hire some one to accept the price.

50,000 Acres Now Under Irrigation

And 50,000 more will be under water the coming summer, so that the perpetual prosperity of Lytle is assured. ALL THAT REGION WILL BE IRRIGATED, however, fast as men can dig the ditches and build the flumes. Nearly 400 men are now employed at this work, and the number will be increased from time to time as necessities may require, and as

CROPS ON IRRIGATED LAND NEVER FAIL

There is a future for this part of Oregon as permanent as the hills. IT WILL BE THE PARADISE OF THIS NORTH PACIFIC COAST, and if the reader of these lines desires a home in such a place as that, he or she should take advantage of the offerings made by the Lytle Townsite owners now, while city lots are going at GROUND FLOOR PRICES.

Acres Tracts Adjoining Townsite Sell at \$100 Each

They will be worth a thousand dollars within a year. These are perfect gardens. Anything indigenous to the climate may be grown on this fertile soil, and in flavor and quality its fruits and vegetables compare favorably with any place on earth.

Crook County is One of the Greatest Stock Raising Regions in the United States!

It has the greatest sheep ranch in the world, that of the Baldwin Sheep & Land Company, with its 50,000 head of fine-wooled sheep, selling as high as \$400 each for many selections, while \$1,000 has been refused for the choice of bucks. Great cattle and horse ranges are being developed in the section. The country is rich and commanding the highest prices to be had for the productions of any grazing lands on the continent of America.

It is a Great Country, Indeed! It is a Rich and Prolific One. Wouldn't You Like a Home in Such a Place?

For maps, plats, prices and terms of city lots, acre tracts and farm lands, address

LYTLE TOWNSITE COMPANY

Lytle (via Bend) Crook County, Oregon.