

BRIDGES ARE TAX FOR SPECIAL TAX FOR BRIDGES

Citizens of Marquam Gulch District Would Change Methods of Assessment.

Under the provisions of the present law, said Mr. O'Neill, "the burden of extra taxation has been placed upon the property of this so-called Marquam gulch district amounting to \$150,000, or about an average of \$75 per lot, in addition to the cost of general street improvements. This extra taxation is equal in the aggregate, to the entire tax levied for that portion of the city. It is an unfair method of taxation. These bridges are a general utility and benefit, and should be paid for out of the general fund."

At the request of citizens of what is now known as Marquam gulch bridge district, who say they are assessed to pay for bridges on a grossly unfair basis, a bill has been drafted by Mark O'Neill and V. K. Strode, and is now in the hands of Representative Colwell at Salem. The bill is designed to supersede the law under which the property lying contiguous to the big gulches are now made to carry the burden of expense of construction of bridges, as it is claimed these bridges are of general benefit to the city.

The Marquam gulch bridge district in South Portland was created by ordinance under the provisions of the city charter. The district comprises the city of the Willamette river at the foot of Harrison street, and follows the center of that street to Seventh street; thence south following the center of Seventh to Clifton street; thence from a point on Clifton street south, following the city boundary line to its southern limit; thence east to the Willamette river; thence down the river to the place of beginning. It embraces about 7,500 lots or separate parcels of assessable ground. The district has a \$2,000 bridge crossing Marquam gulch on First street, a re-arrangement of which is now being made; and another bridge under construction across the same gulch at Front street, 100 feet east of the First street bridge, to cost about \$50,000. In addition, there are five bridges in the same district within one year, costing about \$50,000. "The bill we have drawn," said Mr. O'Neill, "provides that a special tax not to exceed 2 mills on the dollar shall be levied on all the property in the city, for the cost of the building of bridges, and shall be paid the cost of all bridges over gulches and ravines, tramways and other structures. The estimated cost of bridges so paid for shall be not less than \$10,000 and the law shall require payment for all such bridges constructed in the year 1904, and not yet paid for, and any bridges now under construction."

Why Bill Should Pass. "As to the probability of passage of the bill," Mr. O'Neill was unable to make a prediction. "It ought to pass," he said, "without any opposition. It is a just and fair measure, and all fair-minded people should favor its passage. It is intended to take a part of the burden from the overburdened taxpayers of Marquam gulch district of the south end, as well as in the Balch gulch district in the north end, and enable the city of East Portland to construct bridges across Sullivan's gulch. The bridges across Marquam gulch are as necessary to the whole city as are bridges across the Willamette river, and improvements that should be paid for out of the general fund. They are beneficial to business centers."

Mr. O'Neill does not believe the method of district taxation under the Portland city charter is practicable, and as a method of equalizing taxation he predicts that it will be almost a total failure. "You cannot equalize taxation by special district assessments," he says, "without imposing a greater burden of taxation upon one than on the other. And upon the resident owner of the poorer class, this greater burden will usually fall. It is the fact asserted in these cases of the Marquam gulch and Balch gulch bridges, for which the business center, which is largely benefited, falls to pay its share. No fair-minded person will deny the character of these improvements. They are not streets, sidewalks or roadways, but they come within the strict definition of public improvements of the highest and most expensive kind, which should be paid for by the municipality, out of a general fund, and not by assessment against a small residence district."

GOV. LAFOLLETTE GOING TO THE U. S. SENATE

(Journal Special Service.)
Madison, Wis., Jan. 29.—Governor La Follette will be chosen next Monday night in the joint Republican caucus to succeed Charles Fairbank as senator from Wisconsin. Nomination is equivalent to election.

Harflin Soap

It's the best. It's the only soap that cleanses the skin, soothes the nerves, and softens the hair. It's the only soap that's good for the face, the hair, and the body. It's the only soap that's made in America.

DANDRUFF

It's the best. It's the only dandruff cure that's good for the hair and the scalp. It's the only dandruff cure that's made in America.

BRIDGE TAX BILL MEETS OPPOSITION

Protest Received From the Taxpayers' League Contains Many Objections.

(From a Journal Staff Correspondent.)
Salem, Or., Jan. 29.—Representative Colwell's house bill No. 130, authorizing the city of Portland to levy a special tax of 2 mills to defray the cost of bridges over ravines and gulches, has aroused some strong opposition. A protest, prepared by the Taxpayers' league, has been sent to Salem for presentation to the legislature, and it advances many reasons why Colwell's bill should not become a law.

Some of the objections urged are in brief as follows: First—That it is a virtual repeal of certain sections of the Portland city charter and should therefore be submitted to popular vote. Second—That it would compel taxpayers to pay for improvements against which they have had no opportunity to protest, and would release the street railway company from the obligation which now rests upon it to pay one-fourth of the cost of bridges now under construction. Third—That it would be unfair to cast upon the whole city the cost of bridges now under construction, when only the taxpayers within certain districts have had the opportunity to protest against them.

LANE COUNTY MAN DIES AT OAKLAND

Wealthy Southern Oregon Resident Was Sojourning in California for Health.

(Special Dispatch to The Journal.)
Eugene, Or., Jan. 29.—Amos D. Hyland, a well known and wealthy citizen of Lane, residing at Lowell, 26 miles east of Eugene, died at Oakland, Cal., yesterday. His body will be brought to Eugene at once for burial.

AGED FATHER CLAIMS LONG LOST SON'S ESTATE

(Special Dispatch to The Journal.)
Seattle, Wash., Jan. 29.—James Edgar, aged 75 years, has appeared here and made claim to the estate of William Douglas Edgar, who died a supposed pauper in the county hospital February 1st. The dead man came to Seattle but a few weeks before and was taken ill in a lodging-house. He was supposed to be a destitute man when he died. A search of his effects revealed \$400 in gold in a cigar box and certificates of deposit on Seattle, San Francisco and Australian banks amounting in all to \$6,865.41. The court appointed A. L. Rutherford administrator of the estate and it was advertised.

GOVERNMENT BILL INTRODUCED

(Special Dispatch to The Journal.)
Salem, Or., Jan. 29.—The following bills were introduced in the legislature yesterday. In the senate: S. B. 120, by Nottingham—To regulate the practice of osteopathy. S. B. 121, by Wheelodon—For protection of salmon. S. B. 122, by Nottingham—To amend the code so as to change the name of the State Reform school. S. B. 123, by Coshaw—To amend section 5,811 of code relating to sales by guardians. S. B. 124, by Pierce—For state convention of county school superintendents. S. B. 125, by Pierce—To compel attendance of children at school. S. B. 126, by Nottingham—Requiring all entrances to saloons to be in the front or most conspicuous place. S. B. 127, by Booth (by request)—To protect hotelkeepers. S. B. 128, by Wheelodon—Prescribing form of official bonds of county officers. S. B. 129, by Wright (by request)—To amend the code relating to elections. S. B. 130, by Malarky—To prevent fraud upon travelers. S. B. 131, by Tuttle—To appropriate

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SPECIAL SALE UPHOLSTERY FABRICS

20 PER CENT DISCOUNT

For the Balance of January we shall make this discount on all upholstery fabrics used in all new and "done over" upholstery work brought to us before February 1. 'Twill pay you to have your renovating done now.

Our Upholstery Department

We'd like every one to know that we have the best equipped Upholstery Shop in the northwest. The men who work there are thoroughly competent and under the direction of a skilled and experienced foreman. No work is too difficult for us to undertake. We carry a splendidly assorted stock of fine and medium priced Upholstery fabrics and we're always glad to have you come in and get an estimate on any work you want done; or, if you prefer, telephone-us and we will call for any furniture you may want done over. You can then come in and select the fabric. We'll tell you the cost. But come this month and you'll save money.

Twenty Per Cent Discount

ESTIMATES FURNISHED

Don't hesitate to ask us to give you estimates on work you want done. We employ men for that purpose. It's part of our business.

PHONE EXCHANGE 34

YOUR CREDIT IS GOOD

TULL & GIBBS

MAKE YOUR OWN TERMS

WE CALL FOR WORK

Have you any Furniture that needs "doing over"? Just telephone us and we will call for it. You can select your fabrics here to suit.

PHONE EXCHANGE 34

BROWNELL HOLDS REINS OF POWER

Virtually Controls Senate Committee on Railroads Though Not Chairman.

GLIMPSE AFFORDED OF THE MACHINE METHODS

Rumored That Legislation of Importance to Railroads Will Be Introduced.

(From a Journal Staff Correspondent.)
Salem, Or., Jan. 29.—Though George C. Brownell was not appointed chairman of the senate committee on railroads, which position, until the present session of the legislature, he has held for years, the fact has leaked out that he virtually controls the deliberations of that body. While all the hue and cry has been raised about the rivalry between him and Senator Croisan, it is rumored that during this session legislation of importance so far as railroad interests are concerned, will be introduced. The indications are that their interests will not suffer any in committee.

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of Croisan, chairman; Brownell, Nichel, Hodson and Wright. That Hodson and Nichel would vote with Brownell on any measure of importance is asserted by those in a position to know whereof they speak. It is commonly believed that the relations between Croisan and the Clackamas lawmaker are really amicable and that Croisan would not antagonize him. If these statements are founded on fact as they appear to be, beyond a reasonable doubt, Wright is the only independent man on the committee, and his vote would carry no weight.

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Wintry Blasts

Will have no terror for you if your coal bin is filled with

GOOD CLEAN COAL

WHY PAY MONEY FOR THE kind that causes trouble and vexation, when you are certain sure of satisfaction by placing your order here?

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