

GOOD EVENING

THE WEATHER.

Fair tonight and Saturday; heavy front tonight; easterly winds.

VOL. V. NO. 9.

PORTLAND, OREGON, FRIDAY EVENING, MARCH 16, 1906.—SIXTEEN PAGES.

PRICE TWO CENTS. ON TRAINS AND NEWS STANDS, FIVE CENTS.

Journal Circulation

Yesterday Was 25,556

THE CITY COUNCIL CHOUSES PORTLAND OUT OF \$440,000

Status of the Front Street Franchise Fight as It Looms to the Onlooker Today.

RIVAL BIDDERS GET TOGETHER AND CITY LOSES HEAVILY

Only a Week Ago Willamette Valley Traction Company Offered \$110,000 Cash, and \$1 for Every Car Passing Over Line.

THIS WOULD BE EQUAL TO \$566,250 IN 25 YEARS

United Railways Company Offered \$150,000 and Its Offer Included Two Miles of Right of Way for Subsidiary City Lines.

Front street franchises, for which the city was offered, only a week ago, compensation amounting altogether to over \$200,000, are apparently to be sold for \$260,000. The two rival corporations which were rival bidders for the franchises have succeeded in getting together and they have patched up their differences. The council has virtually agreed upon all the terms of the franchises, and while the executive board will be called on to name the compensation to be paid the city, this is a mere formality, for the ultimate decision rests with the council. Mayor Lane may veto the ordinance after the council has passed it, but it is said that at least 12 of the councilmen are prepared to pass them over his head.

Only a week ago the city was offered by the Willamette Valley Traction company cash amounting to \$110,000, and a tax of 11 per cent on every car passing over the proposed front street line, which it was estimated would yield the city a revenue of \$45,350 during the 25 years that the franchise was to run. This made a total of \$566,250 which the city would receive if the Willamette Valley company were granted the franchise it desired.

At that time the United Railways company was a competitor of the Willamette company for the front street franchise and was offering the city \$150,000. The application of the United Railways included, however, nearly two miles of right of way for subsidiary lines to be used for their proposed street railway system.

At the special session of the city council yesterday afternoon and evening the two ordinances were read and approved, and the ordinance of the United Railways was approved. The Willamette ordinance will be considered by the street committee this afternoon and will come before the council again next Wednesday, when another special session is to be held. It is understood that both ordinances are to be passed in substantially their present form. They will be sent to the executive board in accordance with section 108 of the charter, which provides that the board shall estimate the compensation which the grantee of a franchise should pay the city, but this estimate, in no way binds the council and may be wholly ignored. It is plainly intimated that a majority of the councilmen have made up their minds as to the compensation to be exacted from the two railroads, and that any estimate by the executive board that does not agree with their views will be ignored.

Neither of the ordinances, in its present form, includes any provision for a payment to the city of a tax on each car passing over the front street line. Officials of the Willamette Valley company say that they are still willing to have such a provision inserted, but it has been opposed from the start by the United Railways.

As the ordinance now stand, they provide for a 25-year franchise for both companies, with power on the part of the city to purchase at any time the lines running on front street south to the city limits. In the event of such purchase, the price to be paid is to be determined by arbitration. Any other railroads that may desire to obtain the use of the front street lines shall be free to do so, upon obtaining the permission of the council and upon payment of a proportion of the cost of the lines. The control and regulation of traffic on front street is vested in the city council, with the proviso that its regulations must be approved by the city council.

No spurs or turnouts. No spurs or turnouts are to be permitted on front street. This provision was inserted at the suggestion of Councilman Gray and drew forth a sarcastic reference from Sharkey to the fact that Gray was in the teaming business. No cars shall be operated or allowed to stand on front street between Taylor and Hoyt any extent between the hours of 7 o'clock p. m. and 9 o'clock a. m. The use of steam locomotives is expressly prohibited.

(Continued on Page Six.)

A FRANK ADMISSION OF CIRCULATION WEAKNESS AND A LACK OF CONFIDENCE IN ITS CLAIMS

The Journal exceeds its contemporaries, both of them, morning and evening issues, in paid circulation in Portland and Oregon. The evening newspaper twin gets excited and hysterically sputters editorially concerning "Fake Map Making," and probably speaks adversely from its own experience in that line of work. The Journal here repeats what it has stated many times before: "The publisher of the Journal suggests that a circulation investigation committee be selected, the newspaper twins to select one member thereof. The Journal one, and these two one other, these three to select the three papers of the circulation of the three papers in the city any, when the expense of the canvass to be paid by the paper having the smallest circulation. The Journal's evening contemporary "comes back at us" with this equal, not to say whine: "The conduct of an honest and efficient canvass is an expensive affair. With a large force of workers—all the reliable canvassers who could be procured at the time it required more than a month for the Telegram to complete the task. This paper has gone to considerable expense to procure for its own satisfaction and the satisfaction of its advertisers, an exact statement of fact as to the absolute comparative circulation of the two Portland afternoon newspapers. No sensible person would expect us to repeat this expenditure, or even a portion of it."

MOVE TO FREE DEFENDERS

Motion Made to Quash Indictments Against Western Federation of Miners

Accused Statesmen Not Present in Court—Represented by Attorneys

Must Stand Trial for Destroying Copy Books

Accused Statesmen Not Present in Court—Represented by Attorneys—Will Ask for Permission Monday to Make a Special Appeal or for Bill of Particulars.

Killed by Fondness for Absinthe Fappes

Confesses to Perjury in Parkhurst Plot

Transport Thomas at the Golden Gate

Mrs. W. E. Corey May Join Her Husband

Noted Anarchist is Dangerously Ill

Cincinnati Judge Favors Labor Union

California Express, a Double Header, Crashes Head-on Into Leadville Local Near Florence, Colo., in Blinding Storm.

GAS TANKS EXPLODE AND CARS BURN WITH THEIR OCCUPANTS

Frightful Scenes of Horror as Passengers Roast Slowly to Death Before Eyes of Rescuers Who are Powerless to Save.

POINT LOST BY BAKER MAKES A DENIAL

Chairman of Oregon Republicans Denies Statement That He is in Washington Seeking Collectorship.

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Denver, March 16.—Bulletin.—An official statement issued at the office in this city of the Denver & Rio Grande railroad this afternoon says that not over 10 were killed and 90 injured in the Adobe wreck.

GAS TANKS EXPLODE AND CARS BURN WITH THEIR OCCUPANTS

Nothing remains of the wrecked cars but blackened timbers, twisted rods and piles of human ashes. Relief trains carrying physicians were sent from neighboring towns as quickly as possible and relief was done to aid the injured but a majority were beyond assistance before help arrived. The injured and those of the dead whose bodies were recovered were carried up the track and laid in rows until their relief train arrived, when they were taken aboard and cared for.

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