

# TRACION MERGER A COMPETITOR

### Asks Franchise for Roads Out of Tacoma to Stellacoom and Olympia.

## OPPOSES TACOMA RAILWAY AND POWER COMPANY LINE

### Traction People Allied With Capital- ists Who Have Announced Inten- tion of Building Line From Tacoma to Portland, Via Chehalis.

(Special Dispatch to The Journal.)  
Tacoma, Wash., May 25.—Two new electric railroads will be built this summer and fall by the Pacific Traction company, according to the plans submitted to the board of county commissioners today in an application for franchises for the roads. One of these roads will connect Tacoma and Stellacoom and the other Tacoma and Olympia, the state capital.

Filing of these applications unmarks the intentions of the traction company and brings it into the open as a powerful competitor of the Tacoma Railway & Power company, which had also announced its intention of building an electric line connecting Tacoma to Stellacoom and Olympia.

Both companies are rapidly building to American lake in the direction of Olympia. The power company already has an electric line constructed to Stellacoom and the traction company will have to fight hard for business on that branch of its prospective system.

For months it has been a question where the traction company will get its power. This question has been settled by the filing by A. E. Rothermel, a member of the board of water of a claim for 20,000 cubic feet of water per second on Chehalis river. It is proposed to divert the water by means of a flume from the foot of Lake Stellacoom and build a big power plant, capable of supplying the system with sufficient power.

**Merger to Oppose Power Company.**  
The traction company is allied with the syndicate of capitalists represented by E. J. Weeks, who have announced their intention of building an electric railroad from Centralia and Chehalis south to Portland and north to Tacoma.

Weeks is the chief engineer of the traction company, and it is generally supposed here that the interests of the two companies will be merged with the traction company and the two will make a big fight against the power company, which is also contemplating a network of electric lines extending through the Sound region and to Portland. The power company is backed by Stone & Webster, Boston financiers. It is not clear who are behind the traction company, but it is supposed that a powerful syndicate of New York and London financiers are putting up the money.

## BALLOT BEATS

(Continued from Page One.)

be all for nothing. Mr. Stone even calls this puzzle "boob" and thinks it not worth while spending time over.

"It will not make the least difference in the world," he protests. It is ridiculous to think that it would make a difference any more than any other laudable enterprise or worthy act."

But Mrs. Mary C. Bradford of Denver comes hot from the laboratory where practical experiments are made and reports to the contrary. She too, talks about the larger mind and the face through which it will shine.

**Better Than Cold Cream.**

"I wish the people who think it changes a woman for the worse could see our beautiful Mrs. Whitmore," she said. "She is the president of the Denver Woman's club, which is the most important woman's club in the country, and has accomplished the most. Mrs. Whitmore is a noted beauty both in Denver and New York and is noticed and complimented wherever she goes. Let me tell you that it is unnecessary and bad form to assert equal suffrage through masculine dress. One woman came out from New York to settle in Denver as an attorney. She affected the mannish style of dress and worked her fallers. In Colorado we have the substance and do not need to clamor for the shadow and we look with distrust on any that do. In fact it is the fact that women are so totally different from men that makes the incorporation of their ideas into governmental action so important.

**Mind Acts on Body.**

"Enlarge any one's responsibility, power, freedom, self-respect and sense of efficiency and the mind will act on the body. Full responsibility is the best education—that is why American men are stronger looking than those of any other nation. The same holds true with women. Give them more freedom of thought and they will grow out. The women of 50 years ago were not as fine specimens of womanhood as we have now, and we all know how much more enlightened womanhood has become in that time. It will need time to show the results, but after we have

# MUNICIPAL DOCKS ON SWAN ISLAND IS SCHEME OF LAKE PENCE

### He Declares They Would Mean Saving of Twenty Cents on Every Ton of Freight Discharged in Portland—Has Presented Proposal to Mayor Lane.

Municipal docks on Swan Island. That is the plan of Lake Pence, who proposed to the city that it aid in completing the usefulness of his electric lines by providing a place where vessels may be loaded from his cars.

If the city doesn't favor the scheme Pence declares he will build suitable wharves on Swan Island himself.

Further to complete the circuit he has submitted a proposition for an electric railway franchise on Front street.

It is the purpose of the Pence company to run electric cars from the Willamette valley into the city, along Front street to the municipal docks, where the freight they carry will be unloaded into deep-water vessels without a second handling.

Other cars, also operated by electricity—this to be generated by Pence's own power plant—will come into Portland from the north over the line for which he has secured a franchise on the St. Helens road. And these cars will likewise discharge their contents at the municipal wharves going to Swan Island over the bridge which Pence offers to build.

The city is to own a portion of the channel side of Swan Island, for Pence offers to deed this property to the city of Portland in partial payment of a franchise on Front street, his gateway from the south.

**Docks Would Mean Saving.**  
Municipal docks will mean a saving of 20 cents on every ton of freight discharged in Portland, Pence says.

It will mean the upbuilding of the coast shipping industry and will be a tremendous impetus to foreign trade.

If the proposal is looked upon with favor by the citizens of Portland the matter will be put up to the council within a short time. Mr. Pence called upon Mayor Lane yesterday afternoon with his proposal embodied in writing. It is addressed to the mayor and will go before the public meeting called for Monday afternoon at 7 o'clock to discuss the franchise on Front street which have been granted to the United Railways company and the Willamette Valley Traction company by the council.

"I have been negotiating for Swan Island for several months," said Mr. Pence last evening. "Swan Island has a closed channel on this side, but an open channel on the other, the eastern side. It is the only chance for municipal docks, for every other piece of waterfront property is already owned by some large interest which will hold it to. Martin Welch for the S. G. and Amanda Reed estates and Oskar Huber helped secure the signatures.

**May Do It Himself.**

"If the council won't help in building these docks I will do it myself. No

maritime city can ever be complete without such accommodations to encourage the shipping business. Sen Pearce has found such wharves of the greatest value to her. There the wharfage charges are 5 cents per ton. Here they are 25 cents, and there is no reason why city docks here should not be operated as cheaply."

Those citizens who have insisted that the Front street franchise contain clauses providing that the city may take over the lines at some future time may find objection to the Pence Front street proposal. It does not contain a word about the purchase of the Front street road by the municipality. This written proposal, however, is not in formal shape and changes may be agreed upon at the meeting Monday.

**Was Franchise Ready.**

Pence already has in the hands of the street committee of the council a franchise ordinance for his road to occupy streets connecting the St. Helens road with the municipal wharves going to Swan Island over the bridge which Pence offers to build.

The Pence proposal says:

"We are willing to haul over the tracks on all the streets granted cars from connecting lines at some fair and reasonable rate to be agreed upon and specified in the franchise, and in that respect will now state that we are willing to give twice the length of haul for the sum specified in the pending franchise of the United Railways company and the Willamette Valley Traction company as is required of them in that franchise, and to give the same haul they undertake for one half the sum specified."

Two dollars and a half per car is the sum specified in the franchises mentioned. These have already been granted by the council but have not yet received the signature of Mayor Lane.

The Pence company offers to deed to the city the east end of Swan Island, giving it 4,000 feet of waterfront on the channel side. However, the city is to bulkhead to the harbor line on the north side and dredge the channel to a depth of 25 feet.

It is proposed to operate the Front street tracks on the "common user" principle. In this way cars from the Willamette valley will come through the city along Front street and be taken directly to docks to be constructed on the municipal side. However, the city is to bulkhead to the harbor line on the north side and dredge the channel to a depth of 25 feet.

The Pence company offers to build a bridge to meet the demands of both city and federal authorities from Swan Island to the mainland and freight would be conveyed over this bridge.

But he saw a better business corner at Union avenue and Felling streets, and he determined to move.

He secured the movers and they told him to close up shop and they would move him.

"Close up. Not much," said Joseph Zaliniski. "You go on with the moving. This shop keeps working."

It did. Customers entered the moving carter shop and Joseph Zaliniski, with an air as calmly as though he were at work in the Waldorf-Astoria. Not a customer was out.

When Joseph had shaved five men and cut two heads of hair the movers announced that they had the shop on the new location.

"That so?" said Joseph. "I was too busy to notice."

Back, Chicago. To the woods, New York. Fade away, London. You have no Joseph Zaliniski!

had a whole new generation or two the women will be finer, stronger and bigger-souled than now."

Mrs. Bradford referred any one who is in doubt about the effect of suffrage to the men of Colorado, who, she said, boast that they have the prettiest women in the country. And yet there are always two sides to a question, and Dr. Wilson asserts that he would be sorry to see Oregon's beautiful women become like the hard-fought women of Colorado, who go about managing men's business. But "Oregon's beautiful" may have been merely a touch of blarney to ease up the conclusion.

**OREGONIAN APPOINTED TO RECLAMATION SERVICE**

(Washington Bureau of The Journal.)

Washington, May 26.—Earl K. Knight of Redmond, Oregon, has been appointed assistant engineer in the reclamation service and assigned to duty on the Huntley project, Montana.

## TELLS AUDIENCE HOW SHERIFF KILLED GAMBLING

### Crowd Grows Enthusiastic and Cheers Every Mention of Word's Name—Meeting Held Under Aus- pices of Traveling Men's Club.

At the open-air meeting in Chapman square (the south plaza) last night held under the auspices of the Traveling Men's Tom Word club, Henry E. McGinn spoke to an enthusiastic audience on "Why Tom Word Should Be Re-elected."

He was introduced by Charles W. Hanson and said in part: "When Tom Word became sheriff there were 12 gambling saloons in Portland, taking in more than \$750,000 every month. They were running in violation of the law, but the authorities were collecting fines monthly and allowing these men to go on doing business. Within 17 days after Word took the oath of office he had closed every gambling house in Portland and they are still closed.

"The question of law enforcement is the one most prominently before the American people today. Labor has come to know that it has not had its share of the riches it produces because the laws have not been rigidly enforced. LaPollette was made governor of Wisconsin because he enforced the laws. Folk was made governor of Missouri because he enforced the laws. Tom Word is preeminently the law enforcement man of this state.

**Crimes Carnival Prevented.**

"Had it not been for the word done by Word we would have had a carnival of crime at the Lewis and Clark fair. He beat the gang out of \$3,000,000 they would have made during the fair, and for that reason the gang is going to stand by Stevens. The gamblers and three-card monte dealers have come back from Tonopah to support Stevens. Every dive in the north end had a picture of Stevens behind the bar until I mentioned the fact a short time ago, and they have since been taken down. Tom Word took their gambling paraphernalia from them and kept it till he had secured signed statements from all of them that they would not gamble here. His promise that he will do better in the future than he has done in the past means something.

"Had Word taken the money the gamblers would have paid him for immunity he could have retired from office rich. But they could not buy him. When he was elected he promised he would treat every one alike. And when every one else has done his duty it is our duty to see that he remains there. Whenever gambling runs in violation of the law some public official is getting a graft. There is no such graft here now. Conditions are infinitely better than they were two years ago.

"If Bob Stevens were elected, the last year of his administration would make Portland a paradise for gamblers or I am mistaken in the men who are supporting and counseling him. But after the election a week from Monday Stevens will go back to his position as cashier of the Land & Timber bank, which he held for 15 years before he became a candidate for sheriff."

The meeting closed with three cheers for Word, followed by cheers for McGinn.

## TOM WORD CLUB ADDRESSED BY JUDGE MCGINN IN CHAP- MAN SQUARE.

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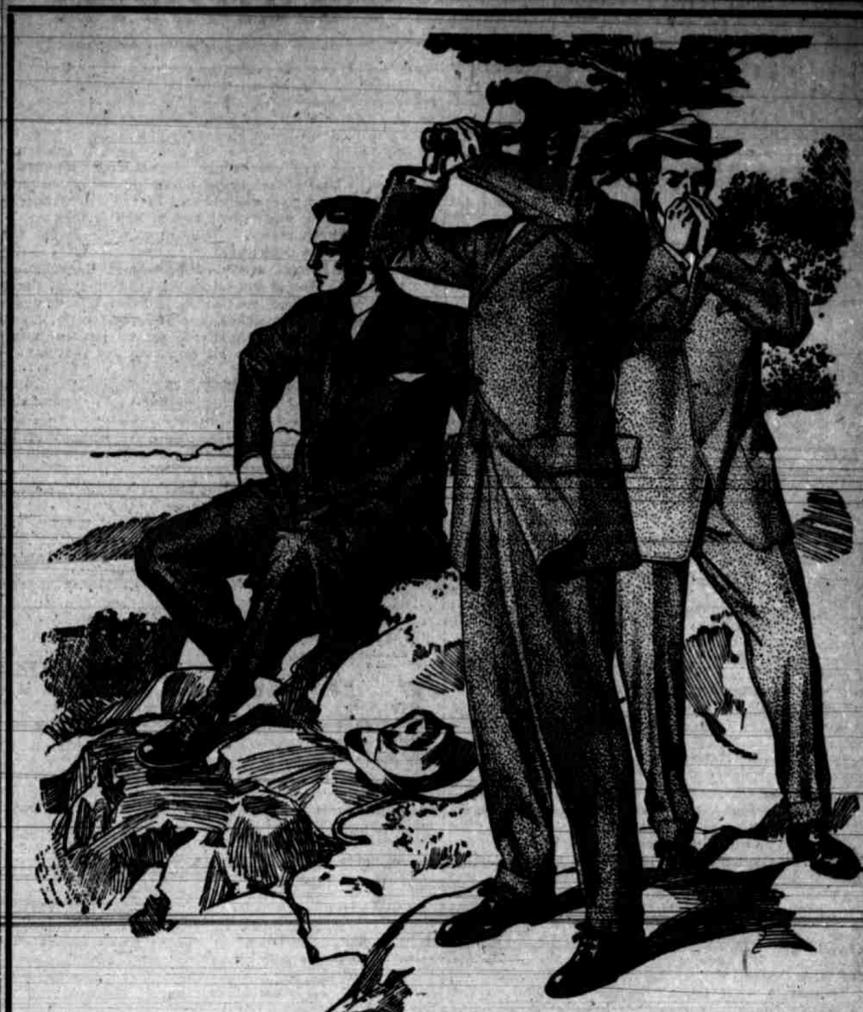
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If you're looking for good clothes, turn your gaze right toward this store. You'll see here a large supply of the Hart Schaffner & Marx suits. All wool and all right. Special thin suits for outing, for any summer, hot weather wear. We guarantee your full satisfaction.

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# PORTLAND BOASTS OF GREATEST STICK- TO-BUSINESS MAN

Portland has the prize winning stick-to-business-man. He is Joseph Zaliniski.

Chicago has her wheat brokers who leave their offices for seven minutes at luncheon time, drop 10 cents into a nickel-in-the-slot machine, receive therefrom a piece of pie and a cup of Chicago river coffee and then rush back to their desks. Joseph Zaliniski, who has a shop at East Sixth and falling streets.

had a whole new generation or two the women will be finer, stronger and bigger-souled than now."

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# DARING ESCAPE IS MADE BY AMERICANS FROM MEXICO

(Special Dispatch by Lensed Wire to The Journal.)  
Jiminez, Mexico, May 25.—Joe Larcey, an American passenger conductor on the Mexican Central railroad, has just made one of the most daring escapes from this country ever known. He shot and killed a Mexican at a dance here three nights ago. He fled up the Mexican Central track six miles, where he flagged a passenger train.

Six Mexican police from Jiminez were on the train expecting he would attempt to make his escape in such manner. They ordered Larcey to surrender, but instead of obeying the command he drew his own revolver upon the Mexican police and ordered them off the train. They got off and walked back to town.

Larcey took possession of the engine and cut it loose from the remainder of the train, and Engineer George Dempsey was forced to remain at the throttle. The two men then began a wild ride toward the Texas border, 270 miles distant.

The train dispatcher was advised the engine was running wild and the track was cleared. Running records on the Mexican Central were smashed. Larcey took to the cactus-covered desert at a point south of Juarez and is supposed to be safe on the other side of the Rio Grande by this time.

# TERMINAL TRACT IN DISPUTE

Spokane, Wash., May 25.—A lively legal battle is in prospect between rival railway companies wishing to operate lines from Spokane to Pend d'Oreille lake. The terminal grounds at the lake are the subject of the controversy, the Spokane-Pend d'Oreille Rapid Transit and the Inland Empire companies each claiming ownership.

The Lieberg property was sold several months ago under contract to the Prairie Development company, an auxiliary of the Rapid Transit for \$41,000, to be paid in installments, after which a deed would be given. The payment due May 1 was by mutual consent postponed until May 15.

John Lieberg alleges that the money was not forthcoming on that day, the contract had lapsed and accordingly he sold the tract to F. A. Blackwell of the Inland Empire company.

R. A. Hutchinson, manager of the Spokane-Pend d'Oreille Rapid Transit company, says that beyond doubt his company holds title to the tract of 1,700 acres and holds the deed to Blackwell for the Inland Empire company invalid.

"We will sue Lieberg," he said today, "for specific performance of contract. We had the money at the time set, but they did not come for it."

"We have brought suit against Mr. Lieberg for \$35,000 damages, and will proceed as soon as we can get service. Our company owns every foot of Squaw bay except that owned by the Washington Brick & Lime Co., so we will not lack for terminal grounds should we lose this tract."

# CONDUCTOR WHO SHOTS MAN, HOLDS UP TRAIN AND RIDES TO SAFETY.

(Special Dispatch by Lensed Wire to The Journal.)  
Jiminez, Mexico, May 25.—Joe Larcey, an American passenger conductor on the Mexican Central railroad, has just made one of the most daring escapes from this country ever known. He shot and killed a Mexican at a dance here three nights ago. He fled up the Mexican Central track six miles, where he flagged a passenger train.

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# MORGAN FORMING TRUST

(Continued from Page One.)

terest in the flotation of the new and greater coal trust. Reading stock is rising on account of this new movement among the coal properties, but in addition its price is being forced up by a powerful pool.

The public, it is assumed, will be let in when the merger of the coal interests is effected, as it was when the steel trust was formed, and if the public can be induced to invest \$500,000,000 in the purchase of coal

amount of excess in capitalization of the greater coal trust over the entire market value of stock of the seven railroads which own 63 per cent of the anthracite fields.

The railroad companies control 98 per cent of the coal output and have hitherto, through the medium of the Temple Iron company as holding company, constituted the coal trust. If Wall street has sized up the situation correctly the buying of stock of the coal roads by those who are interested in the merger of the coal properties is done in the belief that if the public can be induced to invest \$500,000,000 in the purchase of coal

properties from the railroads and yet leave the same in stock for the men who now own and control the coal fields in connection with the railroads, the holders of the big blocks of stock in the coal roads will profit enormously.

**Knox on the Fence.**  
Senator Philander C. Knox has not given any encouragement to the movement started by his friends to give him the Republican nomination for governor of Pennsylvania. Though the convention is not far distant the Republicans of the Keystone state still appear to be up in the air as regards the gubernatorial candidate.

## When the Nice Summer Days Come

And you want to sit on your porch, you'll feel the need of a good,

# Comfortable Porch Rocker

Here is one rocker, exactly as pictured, made from hard maple, rush seat, slat back, 3 feet 8 inches high, 2 feet 2 inches wide, 1 foot 6 inches deep; colors green, red and maple. Regular price anywhere \$3.75.

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"You Get Married—We Feather the Nest."

# THE SUNDAY JOURNAL GIVES PRIZES FOR PRETTY BABIES

Nearly every parent in Oregon and Washington has the prettiest child in the country, and is sending a photograph to The Sunday Journal's baby contest editor to prove it. Nothing that has been proposed in some time has awakened so much interest as this contest, in which every boy and girl in Oregon and Washington under 6 years old is given a chance to win a valuable prize.

Already portraits of all sorts and conditions of little ones—boys and girls, blondes and brunettes, fat and lean children, short and tall babies (for their years), curly-haired, straight-haired and not-much-haired—have been received, and it is safe to say that no paper ever had a larger or finer collection of pictures than this of The Sunday Journal.

One thing has been clearly proved in this contest, and that is that the parents of the prettiest children in Oregon and Washington do not seem to care so much to get the valuable prizes as they do to have their babies recognized as the prettiest in the two states. The prizes, though, everyone knows are worth winning—a deposit in a savings bank of \$20 to the credit of the prettiest babe, and beautiful silver cups for three others. No child under 6 years old is barred. If you think yours is the prettiest send a picture, with the name and age of the babe and the address of the parents on the back.

Till June 30 every mother in Oregon and Washington will be given the chance to prove conclusively that her baby is the prettiest. A committee of competent judges will study each picture sent in and pass judgment on it fairly and unflinchingly. All you have to do is to send in your baby's picture before June 30 to the Baby Contest editor of The Sunday Journal, with the name and age of the child and the parents' address. All children under 6 years are eligible.

The pictures of some of the pretty babies in Oregon and Washington will be printed in next Sunday's Journal.