

# WELCOME ARCH CAUSE OF FIGHT

## Council and Executive Board at Loggerheads Over Unfinished Work at Depot.

After the introduction of a resolution instructing the city engineer to remove the arch of welcome on Sixth street yesterday afternoon the members of the city executive board listened to an appeal from Alex Sweek and postponed the action in the way of tearing down the unfinished structure by referring the matter to the street committee. At the same time the members requested an opinion from City Attorney Kavanaugh as to whether the city had a legal right to erect the arch, to allow it to stand on the street and finally to pay for it.

Another bit of information the members want from the city attorney is whether the city can collect the amount of contractor Gorman's bond from the surety company.

**Will Be Bone of Contention.**

That the arch is going to be the source of a prolonged fight between the council and the executive board seems certain. The councilmen contend that the failure to have the arch ready for the Rose Festival is due to Mayor Lane for vetoing the ordinance appropriating the money for the arch's construction, thus delaying its erection. The councilmen also say that it will remain on the street until it becomes so old that it will have to be removed.

Quite the opposite opinion is held by the executive board. The members say the council had no business to authorize the arch and now that it has become a white elephant upon the city the executive board members want it removed as quickly as possible. They do not want it finished and will consider the payment for it. Furthermore they will try to make Contractor Gorman's bondmen forfeit his bond, amounting to \$24,775, the full amount of the cost of the arch.

**Thought Arch Permanent.**

Sweek stated in his appeal to have the matter referred to the street committee that the intention of the city of an arch of welcome was with the council and that proceedings started before the Rose Festival association knew anything about an arch. Sweek also stated that he had always supposed the arch to be a permanent affair and said that he would not have joined in the request for the arch when it was contracted for by the board had he supposed the members were contracting for a temporary structure.

This bit of information came as a surprise to the members and it was evident from their expressions that they considered the arch as part of the Rose Festival solely and expected that it would be torn down immediately after the festival ended. However, the councilmen when discussing the arch decided upon one that would remain for at least three years.

Contractor Gorman was present yesterday and explained that the delay in the construction was due to an error made in constructing some of the planer forms. These were properly and new ones were ordered. It was impossible to have them made to complete the arch on time.

## GREENE TAKES JOLT AMID DEEP SILENCE

After Secretary McIntosh's letter was read at yesterday's meeting of the city executive board announcing the decision of the civil service commission relative to the charges made against Detectives Snow, Day, Carpenter and Reising, a deep silence pervaded the meeting which was only broken in the end by Mayor Lane's voice as he sent the communication to the committee on police.

The action of the commission in deciding that the charges against the detectives had not been sustained was a body blow to Thomas G. Greene, chairman of the police committee of the board, which recommended that the detectives be dropped from service, and it was expected that he would have something to say at yesterday's meeting. He remained silent, however, and the matter will probably be allowed to remain buried in the committee until preparations can be made again to press the charges against the detectives.

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## What's the Use?

From the Washington Star.  
"Ought we not to do something for the preservation of our forests?"  
"Oh, what's the use?" answered Senator Sorghum, impatiently. "Trees can't vote."

# THE PLAY

## Heilig—P. U. Performance.

Last year in "The Bridge of the Gods," the students of Pacific university demonstrated that an education is one of the things that increases the ability to entertain on the stage—the lack of it is largely responsible for the fact that nobody of any intelligence ever goes to the theatre more than two or three times a season. This year they have repeated the lesson both in the trial scene from "The Merchant of Venice" and in the comedy, "Our Boys," which they gave at the Heilig last night.

The Shakespearean effort was at least as successful as most professional attempts to render the characters of Shylock and Portia. Miss Wilhelmina Heidel, who played Portia, has a great deal of natural talent and gave an exceptionally good portrayal of the part. Professor Orr seems to really appreciate Shakespeare and to be able to pound it into his pupils that if you love the bard and his works that you may obtain from them a music such as few masters can give. The ordinary actor hates Shakespeare as he hates a squalling child, and it is as foolish for him to pretend a devotion to his plays as to those of Browning. He comprehends one as thoroughly as he does the other. The Elizabethan atmosphere was preserved with unusual care, both in stage settings and costumes, and there was a welcome relief from vaudeville embellishments.

"Our Boys," the comedy which followed the trial scene, was very well received and the members of Professor Orr's class did well in it. It's English but funny and the dialogue is unusually entertaining. William Gwynn was good as Perkys, Middlewick, the rich and thick-headed butlerman, while Miss Heidel, who played Mary Meirhoe, the poor but charming cousin, pleased immensely.

The supporting players in both the curtain raiser and in the comedy showed careful training and went through their parts well. The students will repeat the play next week at Forest Grove.

## Astorians Inherit Rich Estate.

(Special Dispatch to The Journal.)  
Astoria, Or., June 13.—Daniel Bennett and wife of Knappton, Wash., will leave early next week for New York, having been notified that a large estate had been left to Mrs. Bennett through the death of an uncle. The estate includes valuable property in New York.

# PENINSULANS PLAN NEW CAMPAIGN OF PUBLICITY FOR NEXT FIESTA

The Peninsula Rose Carnival association, after paying all the expenses of a successful advertising campaign, has found a balance in the treasury with which to start the publicity fund next year. The executive committee of the association reported at the last meeting that more than 18,000 roses had been distributed daily to visitors. Many of these visitors came from Canada and were greatly surprised that such beautiful flowers could be given away. One man said there was ice on his well every morning during the summer and consequently a rose was a rare sight to him.

The association wishes to thank the daily press for the liberal use of its columns in expelling the peninsula. Thanks are also extended to the Portland Railway, Light & Power company for its kindness in furnishing a daily car for the transportation of flowers from the peninsula to the Union depot. A great many residents of the peninsula have made voluntary offers of money to start off the carnival fund for next year and many have applied for membership in the association.

The following ladies of the peninsula received a vote of thanks for flowers contributed during carnival week: Mrs. J. G. Gray, Mrs. William West, Mrs. F. H. Nolta, Mrs. Alice Peddicord, Mrs. F. L. Young, Mrs. J. E. Easter, Mrs. W. H. Moxon, Agnes Rice, Mrs. F. H. Edlerstedt, Mrs. G. J. Perkins, Mrs. J. A. McNamara, Mrs. A. L. Lawler, Mrs. A. J. Hanson, Mrs. Hilderman, Mrs. C. H. Beard, Mrs. R. G. Brand, Mrs. George Hamantok, Mrs. L. E. Ellis, Mrs. Bowley, Mrs. J. A. Farnbach, Mrs. J. E. Mason, Mrs. W. A. Went, Mrs. Emil H. Weber, Mrs. Mattiasen, Mrs. H. E. Hines, Mrs. Edna Blokum, Mrs. C. H. Spencer, Mrs. D. N. Brown, Mrs. B. E. McKee, Mrs. J. P. Kline, Mrs. Beulah Maplethorp, Miss Evangeline Denis, Mrs. M. R. Cuming, Mrs. William Castelf, Mrs. Laura Lepori, Mrs. John Simon, Mrs. H. Wakes, Mrs. Clara Kluge, Mrs. S. Lear, Mrs. Stevens, Mrs. McNeill, Mrs. D. V. Hart, Mrs. W. C.

## W. G. TRILL AND MISS AUGUSTA BOOTH IN THE "IRONMASTER," AT HEILIG



Cast of characters: Philippe Desbly, W. G. Trill; Claire de Beaulieu, Augusta Booth; Dnc. Clark Balknap; Sophie, Ione Fisher; Marquise de Beaulieu, Marie Hockett; Octave de Beaulieu, Guy Woods; Suzanne, Myrtle Hannon; Monsieur Bachlin, Royce Bisbie; Monsieur Moulent, Perry Riegiemar; Nellie Casabera, Roy Hewitt; June Patty, Harry Hardman, Chester Diamond.

## LOS ANGELES AFTER DISHONEST AGENTS

Los Angeles, Cal., June 13.—Following the arrest of E. J. Phelan and C. M. Dunning for alleged fraud in taking fees from hundreds of men and boys and sending them into the Imperial valley, where it is claimed there were no positions awaiting them, the authorities here today began a sweeping investigation of the employment agencies.

Phelan and Dunning are charged with shipping hundreds of persons into the Imperial valley and other fruit districts. On arrival there it is alleged they found no work at all, and many are said to be in want as a consequence. It is said that the investigation begun today will reveal shocking irregularities.

# PORTLAND RAILWAY, LIGHT & POWER COMPANY

## Bulletin No. 5

**FROM WATERFALL TO CAR WHEEL.**

If a question were asked the average rider as to the source of the propelling power for the electric cars, the answer would be "Willamette Falls at Oregon City or Clackamas river," and he would be very much surprised to learn that, as a matter of fact, only a small part of the system receives its current directly from the power house.

Most people are content to accept the motorman's pet name, "juice," as the best description of this mysterious power and have no idea whatever as to how it is generated or what happens to it from the time it leaves the power house up to the time it performs the useful function of moving the cars.

However, it is not a very complicated matter, but, on the contrary, a very interesting one to follow the path of the current from its beginning in the rushing waters of the rivers to the time that it performs its work.

When water power is mentioned as a source of energy for driving cars or machinery, or producing electric light, it is natural to think of such power as costing nothing. Such an idea is erroneous for, although the water and its fall are Nature's gift, the utilization is often expensive. A glance at the massive dams and flumes, stone and brick power and transformer houses and at the hundreds of tons of concrete foundations will show how much must be done in utilizing the wonderful sources of water supply.

Again the rapid melting of snow in the mountains or the sudden rainfall may raise the water to dangerous heights and actually reduce the useful water power available, as when the back flow from Columbia river raises the water at Oregon City and reduces the available fall.

Or, after the spring freshets a long hot season with its consequent evaporation will lower the flow of the river, when not enough water is available to supply the turbines.

In such cases power must be generated by steam; and boilers, engines and dynamos must be kept in readiness for use, thereby entailing such investment and payroll expense which otherwise would not be necessary.

In Portland two sources of water power are in use—Willamette Falls and Clackamas river. As reserves, steam plants costing many thousands of dollars are maintained at Station "B" (Twenty-fourth street and Sherlock avenue) and at Station "F" on the east side, both containing expensive electric and steam apparatus. Whenever the water power fails for any reason, these steam plants are operated, and must be constantly kept ready for an emergency.

The current generated at the power house is "alternating current," while the current used on the trolley wires is what is known as "direct current." It is impossible to distinguish between these two currents in a nontechnical way, but the practical reason for generating alternating current in the first place is that alternating current can be transmitted a long distance at high voltage over a small amount of copper, while the amount of copper necessary for the distribution of direct current at low voltage would be so great as to make the cost prohibitive. Therefore, the method adopted is to divide the system up into sections, in each one of which is a substation which receives the alternating current from the main power house and changes it to suit the requirements of the car or electric light service.

From the generators in the main power house the current passes to the alternating current switchboard at 10,000 volts, thence to transformers where voltage is "stepped up" to 33,000 volts, from which it is distributed to the respective substations located at different parts of the system. The current travels over copper wires supported on specially constructed porcelain insulators of the highest grade and capable of standing a strain of 50,000 volts.

After it reaches the substations it passes through what is known as a "step-down" transformer, which reduces it from 33,000 volts to 2,300 volts and passes it to the motor generators or rotary converters which change it from alternating to direct current at 375 volts, the working pressure at which it is delivered to the trolley wires. Other portions of the current pass into transformers which reduce the pressure sufficiently for safe distribution throughout the city for electric light and power.

From the substations this power is distributed to the respective trolley sections by feeders, and tapped into the trolley wire at suitable distances. It then travels down the trolley pole and, by cables concealed in the car, to the controller. From that it goes to the motors, where it does its work in moving the car, and passes on through the wheels to the track and so back to the substation again.

To give an idea of the intricacy and extent of the power system, over 300 miles of wire are necessary for the transmission and distribution of the current, in addition to over 400 miles of trolley wires and connections and the great amount of complicated machinery at the power houses.

When the car or electric light service is interrupted in some section of the city by a mishap to any one of these complicated parts, from the water wheels to the wiring and the motors in the cars, you can now form a better estimate of the great care that has to be taken in the operation and maintenance of such a vast electric system.

# The Butte Boys Consolidated Mining Co.

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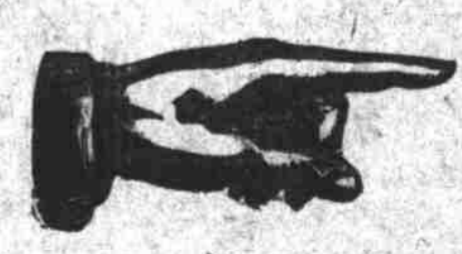

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