

IMPROVEMENT ASSOCIATION OPENLY CHARGES O. R. & N. BACKS FIGHT AGAINST BRIDGE

Open charges that the O. R. & N. company pays the bills of Kiernan and Dunway in their fight to prevent the building of the Broadway bridge were made at last night's meeting of the Northeast Side Improvement association.

For this reason it was contended that deal for the transfer of property rights in securing the right-of-way for the east approach of the bridge should be concluded at this time. Arrangements were made to send a committee armed with petitions signed by East Side citizens to implore the council not to accept the O. R. & N. company's proposals at next Wednesday's meeting.

A significant paragraph of a resolution adopted by the association reads: "There is a well founded impression on the part of all who have taken any interest in the Broadway bridge that the O. R. & N. company is in sympathy with the litigation against the Broadway bridge and is giving the enemies of the bridge moral and material support."

"Arrogant Proposal." Judge Munly, in an address, defined the terms of the O. R. & N. company as an "arrogant proposal." He added his belief that if the railroad interests desired to deal fairly with the city they would not have dragged the contested East Side street vacations into the deal. "Holding a club over the city" was Judge Munly's characterization of the railroad's attitude.

Part of this thought was also expressed in the second clause of the resolution adopted which is as follows: "Broadway bridge rights-of-way should have been taken up as a separate proposition and not connected with numerous other street vacations, and other concessions now demanded by the O. R. & N. company. Your committee is especially opposed to connecting the Broadway bridge rights-of-way question with the vacation of streets in East Portland. There is a strong opposition in East Portland to the vacation of these streets, on the ground of public policy, unless accompanied by certain reservations which the people have a right to demand if they think proper."

Strong Opposition. "Any recommendation of the proposition of the O. R. & N. company, which includes the vacation of these streets in East Portland, must meet with strong opposition in that section of the city. As the people of the east side have always worked in harmony for the general public interest it is desirable to maintain this policy for the future."

The resolution concludes by saying: "It is inexpedient at this time, in view of the fact that no bonds can be sold, and litigation is pending, to further consider with the O. R. & N. company until such litigation is out of the way."

"Your committee thinks that the proposition made by the Terminal company is a fair one and should be accepted. Your committee is of the opinion, however, that some further effort ought to be made at this time by the city authorities to bring about an adjustment between the city and the Northern Pacific Terminal company of the rights of the city to the unvacated streets in the Terminal company's yards."

Worth \$1,000,000. "The appraisers appointed by the special committee of the city on these negotiations placed a valuation of upwards of \$1,000,000 on the streets sought to be vacated by the Terminal company in its original demand."

"Your committee recommends that the city attorney investigate and report upon the rights of the city in this connection, and that adjustment of the rights of the city in this matter be arranged, and that the proceeds of any settlement with the Northern Pacific Terminal company be made available at once for the purchase of the Broadway bridge bonds."

The report of the committee was signed by L. Thompson, C. L. Schoenfeldt and J. H. Norton. D. L. Fovey, a member, approved the report, but was unable to be present and add his signature.

Submit Explanation. In explanation of the resolutions the committee submitted the following statement:

To the members of the Northeast Side

Improvement association:—Your standing committee on rights of way for the Broadway bridge across the O. R. & N. company's property on the east approach of said bridge, and across the Northern Pacific terminal yards on the west approach of said bridge, begs to report as follows:

"After the appointment of your committee they had a conference with the mayor and the special city committee of the council, appointed to negotiate the rights of way across the above mentioned property. The city committee did not invite us to take part in the negotiations with the railway people, but suggested that we present our views in writing. Two communications were sent to the city committee."

"In these communications your committee advised that valuations be placed upon the concessions asked for by the Terminal company, and the railroad company, and that a valuation be put upon the rights of way required by the city for the Broadway bridge, and that, whatever it might be, should be settled for in a regular business way."

Valuations Fixed. "Valuations were fixed upon the Terminal company's grounds by the city committee, but the Terminal company withdrew its request for all concessions and suggested a trade, giving the rights of way for the Broadway bridge in exchange for the vacation of certain streets. The city committee in its report to the council recommended the acceptance of this trade."

"The O. R. & N. Co. in its negotiations with the city committee demanded numerous concessions, which are embodied in the letter of Mr. O'Brien to the city committee in exchange for the rights-of-way of the Broadway bridge, but included in its demand numerous other street vacations and demands, and proposed certain concessions to the city in return."

"The city committee made no recommendation of this offer in their report to the council, and it was by their thought proper to get an expression of public opinion concerning same before taking final action."

Oppose Settlement. "Your committee at its conference gave this matter very special consideration and are opposed to making a settlement with the O. R. & N. company upon their proposition."

"The resolution was opposed by John W. Whalley, J. M. Pittenger, L. T. Peery and Councilman Menefee. Herman Wittenberg spoke strongly in favor of it. There was much feeling shown and many expressions of disagreement. The resolution, after debate, where however adopted by a substantial majority."

In regard to a resolution passed by a committee meeting recently the association made the following expression in the form of a resolution:

"Whereas at an adjourned meeting of a special committee of the association appointed for the consideration of the question of proposed street vacations applied for by the Northern Pacific Terminal company and the O. R. & N. company in exchange for bridge rights of way, there was present only one member of such committee, and some representatives from another East Side organization, who were there for the purpose of conferring with our committee, and

Deplores Violent Attack. "Whereas at such meeting certain resolutions were passed by representatives of said East Side organization, and published in the press as resolutions of the committee of the Northeast Side association, therefore be it

"Resolved, that such resolutions were not the resolutions of this organization, and in no way represented the sentiments of the said committee of this organization or this organization."

"Resolved, That this organization deplores the violent attack upon Councilman Menefee in said published resolutions, and take this occasion to declare our sense of obligation to Mr. Menefee for his services in promoting various public improvements on the East Side, and especially his services in connection with the Broadway bridge, and our personal confidence in him as a citizen and officer."

at this time, and further desires to protect the good name of his city from any such act on the part of the governor. "Mr. Blot also desires to protect those who have purchased tickets for the boxing exhibition, and to those who have purchased tickets the money will be cheerfully refunded at some future date."

"Within the next few days Mr. Blot will test the right of the governor to order troops into San Francisco to prevent a boxing exhibition, which is lawful in the state of California."

"In view of the foregoing the boxing exhibition between Kaufman and Langford is postponed for one week."

RICKARD AND GLEASON STILL CHERISH HOPE BUT ARE READY TO FLY

By Max Baithasar, (United Press Special Wire.)

San Francisco, June 18.—Like drowning men clinging to a straw, Tex Rickard and Jack Gleason still entertain some hope that the Jeffries-Johnson fight will take place in San Francisco, although they admit that they are somewhat dismayed by Louis Blot's decision, made at 11 o'clock today, to postpone the Kaufman-Langford fight to next Saturday. Early today there was a possibility that a definite announcement that Reno would be the battleground would be forthcoming before tonight, but Blot's postponement, combined with the decision to hold a test fight next Monday in Blot's arena, put a crimp in their plans.

Before Blot's statement was made public Rickard said: "I can't say anything of a definite nature at this time. We may be in a position to do so within an hour; perhaps tonight, and perhaps not until tomorrow. All depends upon the outcome of the Kaufman-Langford affair and the advice of our attorneys."

Gleason was more emphatic. He declared that he stood ready to fight to the last ditch.

"If this fight takes place this afternoon," he said, "and there is no military interference, then I am in favor of applying for an injunction restraining the militia from entering the city to stop the Jeffries-Johnson contest. In case the courts ruled that Langford and Kaufman were not guilty of a felony in engaging in a boxing contest, Blot's action, however, makes this impossible, although it is possible that in case of a favorable decision in the test case this step will be taken by Blot. I do not believe that the governor would try to go over the head of the court, and

should he not the Jeffries-Johnson contest will take place in this city."

Despite the optimism displayed by the promoters, the almost unanimous belief is that Reno will be the battleground. In fact, there is a suspicion that Gleason and Rickard have already decided upon Reno but that they are holding back and keeping the situation in an uncertain state for the purpose of getting better terms out of the Nevada municipality. Rickard stated this morning that he did not know when he would go to Reno to consult with the representatives of the city, Goldfield and Reno.

"We do not know what we are going to do in the matter of a battleground but we are going as far as we can to have the championship decided right here, but wherever the contest takes place it will be on the afternoon of July 4. You can make that as strong as you like."

That substantial preparations to go to Reno are being made became known today when it was unofficially announced by one in a position of authority that the railroads had been approached in the matter of rates for the Fourth of July. The tip was so concrete that the fare for the round trip was given as \$5.00.

Although neither Gleason nor Rickard would admit that he would wait for a decision in the test case, they said it was possible they would if they were given reasonable assurance that a decision would be forthcoming on Tuesday, but they amended this by saying that they might call everything off here tonight, pull up stakes and pack off for Reno.

Some of the timid ones are beginning to inquire about cashing their reservation certificates while at the same time orders for tickets continue to come in. It is the intention of the promoters to authorize the bank to cash all certificates held by those who do not desire to go to Reno, as soon as the announcement is made, if it is made at all, that the fight goes to Nevada.

RAILROADS CANCEL NEARLY ALL ORDERS FOR SPECIAL TRAINS

(United Press Special Wire.)

San Francisco, June 18.—As a result of official opposition to prize fights in California the railroad companies have been asked to cancel many orders for special trains from the east. The Santa Fe has canceled 24 out of 27 special trains and the Southern Pacific has canceled 20 out of 33 specials. The only trains left on the Southern Pacific schedule today are one from Oklahoma City, one from New York and one from New Orleans. These may be canceled late today. The roads had expected 10,000 people on special trains and as many more on the regular trains.

MCCARTHY'S DEATH CAUSE OF THE WAR AGAINST FIGHTING

(Continued From Page One.)

Jeffries, undefeated heavyweight champion, and Jack Johnson, colored heavyweight champion, likewise just at present undefeated, will appear in fighting tops in an arena in San Francisco so that several thousand persons "then and there" gathered will create loud and unseemly noises and conduct themselves in a turbulent manner," to quote again from the attorney general.

Considering that Owen Moros is a lightweight, critics may agree that he must have had a pretty good punch to knock out four heavyweights all at one blow.

McCarthy's Death Is Cause.

There are many reasons assigned for the sudden determination of the governor of California to stop prize fighting in the state. Probably all of them had some weight, critics of the governor agree, but to the death of Tommy McCarthy, who died some hours after he was knocked out at Dreamland rink the sudden crystallization of anti-fight sentiment is assigned. From the morning that McCarthy's death was announced, church societies, ministerial associations, churchmen's clubs and all other agencies that churches can summon to create sentiment in favor of any move, were brought into line to protest against the Jeffries-Johnson battle.

Though the protest was aimed against the big fight scheduled for July 4, it gradually broadened until it was aimed against fighting in general. Ministers throughout California preached against fights, called mass meetings of protest, passed resolutions and bombarded the governor with letters and copies of anti-fight declarations. Ministers outside California joined in the crusade until the "battle of the century" had become a shining mark for reformers and crusaders.

Though the governor at first intimated that he would not interfere, believ-

ing that the law did not warrant any action on his part, the ministers and their supporters kept on fighting. How strong the organization was is shown by the fact that a delegation of 50 ministers and 10 laymen had planned to wait on the governor the day after the announcement was made that the fight would be called off.

And the churches had planned other moves as well. They were ready for a fight against fighting over the "Mars" route" and that nothing but a "knockout" would satisfy them, their plans attest.

The crusade, the ministers admit, started with the death of McCarthy. From a scattering protest before that time, to sudden definite, decisive action, the movement advanced until two days after that fight the ministers had determined to use every effort to stop the big fight. Though other influences probably had much weight with the governor, the church forces today declare that their fight was the biggest factor in causing the governor to take steps to end the fight and stop other fighting in California.

GILLETT REPLIES TO THE CHARGE THAT HE WAITED LONG

(Continued From Page One.)

The local authorities were discharging their duty and were able to cope with the situation.

"I understood that the promoters of the fight were told that they could not hold it in Alameda county, because it would be a violation of the law, and the fight was then transferred to San Francisco. It was then up to the district attorney of San Francisco to make the same investigation that was made by the district attorney of Alameda county, and he was requested to do so. I am informed, I was in the east five weeks, returning home June 5. On June 9 I was advised that District Attorney Fickert had declined to take any steps to stop the fight. I immediately commenced to investigate the law and to secure evidence."

Fickert Refused to Act.

"In two or three days thereafter I called upon District Attorney Fickert and he told me that he would not do anything to stop it. The local authorities of San Francisco refusing to take any action, it then became my duty as governor to do so, and inside of 24 hours I prepared my letter to the attorney general and instructed him to take the necessary steps to stop the fight."

"I consider that there was no delay but prompt action after I learned that the district attorney of San Francisco had refused to do his duty."

"But it is no excuse for the commission of a crime, that the officers of the law were slow to stop it. Men have no right to come into this state and deliberately advertise to the world that they propose to openly break it."

SAVING TIME BY TELEPHONE



WHEN a man feels the necessity of being in two places at the same time he goes to the nearest telephone and sends his voice.

It is not exactly the same thing, but when a man talks hundreds of miles in opposite directions from the same Bell Telephone, it is about as good.

In the daily use of the telephone a man travels all over town by wire in a few minutes. It is just as easy to travel all over the state and other states by means of the universal Long Distance Service of the Bell System.

THE PACIFIC TELEPHONE & TELEGRAPH CO.

Every Bell Telephone in the Center of the System.



MAKE HAY While the Sun Shines

Hay Making Time Is Fast Approaching, But You Can't Make Hay Just Right Without an

IMPROVED CHAMPION MOWER

IT'S ALL THAT OTHERS ARE AND THEN SOME

SEE IT BEFORE YOU BUY

East Morrison and East Second

First and Taylor

ALSO BRANCH HOUSE at SALEM

Hitchell

LEWIS & STANLEY CO.

TRAFFIC MANAGER, PORTLAND, OR.

W. D. SKINNER, Gen. Pass. Agent, Seattle, Wash.

ALL TRAINS ARRIVE AND DEPART FROM UNION DEPOT, FOOT OF SIXTH STREET.

City Ticket Office, Corner Third and Washington Streets.

C. W. STINGER, City Ticket Agent.

R. E. MILLER, Traffic Manager, Portland, Or.

W. D. SKINNER, Gen. Pass. Agent, Seattle, Wash.

ALL TRAINS ARRIVE AND DEPART FROM UNION DEPOT, FOOT OF SIXTH STREET.

City Ticket Office, Corner Third and Washington Streets.

C. W. STINGER, City Ticket Agent.

R. E. MILLER, Traffic Manager, Portland, Or.

W. D. SKINNER, Gen. Pass. Agent, Seattle, Wash.

ALL TRAINS ARRIVE AND DEPART FROM UNION DEPOT, FOOT OF SIXTH STREET.

City Ticket Office, Corner Third and Washington Streets.

C. W. STINGER, City Ticket Agent.

R. E. MILLER, Traffic Manager, Portland, Or.

W. D. SKINNER, Gen. Pass. Agent, Seattle, Wash.

ALL TRAINS ARRIVE AND DEPART FROM UNION DEPOT, FOOT OF SIXTH STREET.

City Ticket Office, Corner Third and Washington Streets.

C. W. STINGER, City Ticket Agent.

R. E. MILLER, Traffic Manager, Portland, Or.

W. D. SKINNER, Gen. Pass. Agent, Seattle, Wash.

ALL TRAINS ARRIVE AND DEPART FROM UNION DEPOT, FOOT OF SIXTH STREET.

City Ticket Office, Corner Third and Washington Streets.

C. W. STINGER, City Ticket Agent.

R. E. MILLER, Traffic Manager, Portland, Or.

W. D. SKINNER, Gen. Pass. Agent, Seattle, Wash.

ALL TRAINS ARRIVE AND DEPART FROM UNION DEPOT, FOOT OF SIXTH STREET.

City Ticket Office, Corner Third and Washington Streets.

C. W. STINGER, City Ticket Agent.

R. E. MILLER, Traffic Manager, Portland, Or.

W. D. SKINNER, Gen. Pass. Agent, Seattle, Wash.

ALL TRAINS ARRIVE AND DEPART FROM UNION DEPOT, FOOT OF SIXTH STREET.

City Ticket Office, Corner Third and Washington Streets.

C. W. STINGER, City Ticket Agent.

R. E. MILLER, Traffic Manager, Portland, Or.

W. D. SKINNER, Gen. Pass. Agent, Seattle, Wash.

ALL TRAINS ARRIVE AND DEPART FROM UNION DEPOT, FOOT OF SIXTH STREET.

City Ticket Office, Corner Third and Washington Streets.

C. W. STINGER, City Ticket Agent.

R. E. MILLER, Traffic Manager, Portland, Or.

W. D. SKINNER, Gen. Pass. Agent, Seattle, Wash.

ALL TRAINS ARRIVE AND DEPART FROM UNION DEPOT, FOOT OF SIXTH STREET.

City Ticket Office, Corner Third and Washington Streets.

C. W. STINGER, City Ticket Agent.

R. E. MILLER, Traffic Manager, Portland, Or.

W. D. SKINNER, Gen. Pass. Agent, Seattle, Wash.

ALL TRAINS ARRIVE AND DEPART FROM UNION DEPOT, FOOT OF SIXTH STREET.

City Ticket Office, Corner Third and Washington Streets.

C. W. STINGER, City Ticket Agent.

R. E. MILLER, Traffic Manager, Portland, Or.

W. D. SKINNER, Gen. Pass. Agent, Seattle, Wash.

ALL TRAINS ARRIVE AND DEPART FROM UNION DEPOT, FOOT OF SIXTH STREET.

City Ticket Office, Corner Third and Washington Streets.

C. W. STINGER, City Ticket Agent.

R. E. MILLER, Traffic Manager, Portland, Or.

W. D. SKINNER, Gen. Pass. Agent, Seattle, Wash.

ALL TRAINS ARRIVE AND DEPART FROM UNION DEPOT, FOOT OF SIXTH STREET.

City Ticket Office, Corner Third and Washington Streets.

C. W. STINGER, City Ticket Agent.

R. E. MILLER, Traffic Manager, Portland, Or.

W. D. SKINNER, Gen. Pass. Agent, Seattle, Wash.

ALL TRAINS ARRIVE AND DEPART FROM UNION DEPOT, FOOT OF SIXTH STREET.

City Ticket Office, Corner Third and Washington Streets.

C. W. STINGER, City Ticket Agent.

R. E. MILLER, Traffic Manager, Portland, Or.

W. D. SKINNER, Gen. Pass. Agent, Seattle, Wash.

ALL TRAINS ARRIVE AND DEPART FROM UNION DEPOT, FOOT OF SIXTH STREET.

City Ticket Office, Corner Third and Washington Streets.

C. W. STINGER, City Ticket Agent.

R. E. MILLER, Traffic Manager, Portland, Or.

W. D. SKINNER, Gen. Pass. Agent, Seattle, Wash.

ALL TRAINS ARRIVE AND DEPART FROM UNION DEPOT, FOOT OF SIXTH STREET.

City Ticket Office, Corner Third and Washington Streets.

C. W. STINGER, City Ticket Agent.

R. E. MILLER, Traffic Manager, Portland, Or.

W. D. SKINNER, Gen. Pass. Agent, Seattle, Wash.

ALL TRAINS ARRIVE AND DEPART FROM UNION DEPOT, FOOT OF SIXTH STREET.

City Ticket Office, Corner Third and Washington Streets.

C. W. STINGER, City Ticket Agent.

R. E. MILLER, Traffic Manager, Portland, Or.

W. D. SKINNER, Gen. Pass. Agent, Seattle, Wash.

ALL TRAINS ARRIVE AND DEPART FROM UNION DEPOT, FOOT OF SIXTH STREET.

City Ticket Office, Corner Third and Washington Streets.

C. W. STINGER, City Ticket Agent.

R. E. MILLER, Traffic Manager, Portland, Or.

W. D. SKINNER, Gen. Pass. Agent, Seattle, Wash.

ALL TRAINS ARRIVE AND DEPART FROM UNION DEPOT, FOOT OF SIXTH STREET.

City Ticket Office, Corner Third and Washington Streets.

C. W. STINGER, City Ticket Agent.

R. E. MILLER, Traffic Manager, Portland, Or.

W. D. SKINNER, Gen. Pass. Agent, Seattle, Wash.

ALL TRAINS ARRIVE AND DEPART FROM UNION DEPOT, FOOT OF SIXTH STREET.

City Ticket Office, Corner Third and Washington Streets.

C. W. STINGER, City Ticket Agent.

R. E. MILLER, Traffic Manager, Portland, Or.

W. D. SKINNER, Gen. Pass. Agent, Seattle, Wash.

ALL TRAINS ARRIVE AND DEPART FROM UNION DEPOT, FOOT OF SIXTH STREET.

City Ticket Office, Corner Third and Washington Streets.

C. W. STINGER, City Ticket Agent.

R. E. MILLER, Traffic Manager, Portland, Or.

W. D. SKINNER, Gen. Pass. Agent, Seattle, Wash.

ALL TRAINS ARRIVE AND DEPART FROM UNION DEPOT, FOOT OF SIXTH STREET.

City Ticket Office, Corner Third and Washington Streets.

C. W. STINGER, City Ticket Agent.

R. E. MILLER, Traffic Manager, Portland, Or.

W. D. SKINNER, Gen. Pass. Agent, Seattle, Wash.

ALL TRAINS ARRIVE AND DEPART FROM UNION DEPOT, FOOT OF SIXTH STREET.

City Ticket Office, Corner Third and Washington Streets.

C. W.