

CITY IS ASKED TO COMPEL N. P. TO REMOVE TRACKS

F. W. Mulkey of Dock Commission Says Terminal Company Occupies Front Street Without Authority.

An appeal to the city to compel the Northern Pacific Terminal company to remove its tracks from North Front street, from the foot of Thirteenth street to the foot of Seventh street, where it is declared it has no franchise or other authority to be, was made through a formal letter to Mayor Rushlight this morning from Frederick W. Mulkey, chairman of the public docks commission.

In his letter Mr. Mulkey gave the surprising information that since the question of the right of the terminal company to a single track then built along Front street came up in connection with the location of the first west side public dock between the foot of Fourteenth and Seventeenth streets, last January, the company has not only related its former track permanently, but has built a second permanent track paralleling it.

Blocks Streets.
This action has blocked the street and has closed the way to the system of trackage entrances planned for the public dock, and without which it would lose much of its value to the public, Mr. Mulkey declared.

With the letter is a copy of the opinion of City Attorney Grant made last March, in which the company is declared to be using the street without authority. Accompanying the letter are also plans and a map showing how the present tracks not only effectually "bottle up" the public dock site, but if permitted to remain will hinder the construction of the proposed municipal belt line to connect the different public docks planned.

After telling how close investigation has shown that the Terminal company has no franchise for using the street, and declaring that this was one of the reasons which led to the choice of this site for the west side dock, Mr. Mulkey says:

World Scrutinize Franchises.
"On account of the great importance of the matter and the necessity of early action to protect the city's interests, I respectfully ask the assistance of your honor in the premises showing how you will cause the proper authorities of the city government to institute such proceedings as may be proper for the removal of the tracks in Front street from the foot of Fourteenth street to Nicolai street, if they have been constructed and are maintained without authority.

"To further protect the city's interests in connection with the public docks, I would further respectfully request that all applications for franchises to construct tracks in the public streets of the city, which might in any way affect the public dock system, be first referred to the commission on public docks for consideration in the manner of safeguarding the city rights and interests."

Mayor to Take Action.
Mr. Mulkey declared that he first protested to the city council against the legality of the Northern Pacific Terminal company's tracks on March 20, 1912. It has been since this protest that the terminal company has hastened to rebuild its former track permanently and add the second permanent track.

These tracks, Mr. Mulkey explains, run from Thirteenth street to the end of Front street. "Thus practically blocking Front street in the rear of the dock site, and making it impracticable to carry out and provide the trackage contemplated by the commission."

Without this trackage, says Mr. Mulkey, the very object of the public dock is defeated.

Mayor Rushlight is studying closely the maps sent him by Mr. Mulkey. If he finds that the terminal company has no authority to be in Front street he will exercise the police power of the city to remove the tracks, or compel their removal. A federal injunction against the company prohibiting it from using the tracks is a possible move in the case.

The Front street case is only part of revelations against the Northern Pacific Terminal company that have been made of late. It is said that the company has been using streets and crossings and building tracks in this part of the city for 20 years without any authority to do so, and that at present it has no franchise for these tracks.

HOOKEWORM IS HIS PLEA FOR FAILURE TO PROVIDE

(United Press Special Wire.)
San Francisco, July 17.—The hookworm figured in a court of law for what is believed to be the first time in history today, when Bernardino Diaz, a Porto Rican, charged with failure to provide for his minor child, pleaded "hookwormitis" in defense. Diaz declared he was a victim of the disease and that it had so sapped his energy and ambition that he was unable to supply his wife and child with food. The judge was stumped, and took the novel plea under consideration for a week.

STRAWBERRIES WORTH \$4 PER CRATE AT BURNS

(Special to The Journal.)
Burns, Or., July 17.—While Portland is paying 15 cents a box for strawberries, Burns is glad to get them at 25c per box or \$4 per crate, and can only have them occasionally.

SALEM BURGLAR ROBS SLEEPING MAN AND MAKES GETAWAY

(Salem Bureau of The Journal.)
Salem, Or., July 17.—When a burglar walks right into a bedroom and takes a pair of trousers off the bedpost and calmly walks through the pockets, taking therefrom \$12 in real money and a gold watch, then walks right out again while the owner peacefully slumbers, it's tough luck.

This is what Ross Cooper, an old time Salemite, is saying today. He is sore because he missed the pleasant sensation of waking and seeing the burglar standing over him. He lives in a flat not far from the business district. Last night the burglar entered his room through a parlor window. Cooper says the burglar left the trousers.

POTLATCH TYEE IS GIVEN WELCOME BY GREAT CROWD

Portland Special Train Takes 100 Boosters to Seattle Show; Royal Entertainment Provided.

(United Press Special Wire.)
Seattle, Wash., July 17.—To the accompaniment of salutes from the Pacific reserve fleet and all other steamers in the harbor, the Hyas Golden Potlatch Tyee arrived from the land of the north on his gold ship Portland early this afternoon.

It was the spectacular climax of Potlatch week for Seattle, and typified the coming of Alaskans and Alaskan gold from the northland. The Tyee is the Alaskan name chosen for this year's potlatch king. One hundred thousand people received his Alaskan majesty at the waterfront and escorted him to a central grandstand where the key of the city was handed to the Tyee by Mayor George F. Cotterill.

Two parades and several aeroplane flights will conclude the afternoon's program. The Potlatch festivities will continue throughout the week.

(Special to The Journal.)
Seattle, Wash., July 17.—Refreshed by the night's rest the special Northern Pacific train bearing 100 royal rosarians arrived from Portland shortly before 8 this morning and at once entered into a most strenuous day. On hand to greet them were Joseph Blithen, president of the Potlatch association, and reception committees and from the Potlatch, the Tilkums and the Ad club. Headed by a band, march was taken up from Second avenue to Union and thence to the Press club. In the meantime the ladies' party of about 20 were taken in autos. Breakfast was spread and the hungry Portland visitors enjoyed it hugely. The dining room was appropriately decorated and every comfort was provided.

No speeches were made but the affair was enlivened by Portland yells and cheers which broke into pandemonium upon arrival of Miss Spokane and her suite of 50 loyal Spokane boosters. Volleys of cheers and yells were bandied back and forth but Portland, being numerically stronger, drowned out the lusty cheers from the eastern Washingtonians. It was a gala occasion and friendly rivalry gave the day a splendid start. Spokane breakfasted after the Rosarians had finished.

After breakfast the Portland party repaired to the headquarters at the Seattle hotel where preparations were made for participating in the afternoon parade where the Rosarians made a splendid appearance, especially the drill team in a natty and attractive uniform. They marched with military precision and were the recipients of enthusiastic reception along the entire line of march. The Portland party had one of the positions of honor close to the head of the parade.

Although regretting the inability of Rex Oregonus to accompany them the Rosarians are in good hands under the guidance of Crown Prince W. C. Bristol. All other officials are in the party, including court officers, privy council and peers of the court.

The Seattle committee is pleased at the large attendance and especially the number of prominent Portland men in the party. In return the Rosarians express themselves as delighted at the heartiness of the greeting and the preparations made for their comfort. The weather is warm and fair and conditions are ideal for the big day of Potlatch week.

To protect New Jersey's forests from fire, railroads are required by law to clear vegetation from each side of their tracks for a distance too wide for flames to leap across.

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CAMAS MEN SQUAT ON UNOPENED LAND

Will Petition Government to Throw Open Dead Horse Meadows.

(Special to The Journal.)

White Salmon, Wash., July 17.—Thirty men, mostly from Camas, and headed by James Self of this place, have selected homesteads 10 miles west of Trout Lake. The land taken is in the Dead Horse Meadows district of the Columbia National forest, and can be developed into first class dairy farms. It is marshy in places. The homesteaders propose to squat on the land and take chances with the government, which they have petitioned to throw the district open to settlement. Development work will start immediately.

Others have also petitioned for the opening of this part of the reserve without success. It is believed that reports of those who favor the sheepmen grazing in the districts have had some influence at Washington and resulted in the adverse rulings, inasmuch as it is said the timber is not heavy in this particular section.

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TRAFFIC LEAGUE TO TALK NEW RATES

Freight Classification Main Topic Before Industrialists in Detroit.

(Special to The Journal.)

Detroit, Mich., July 17.—Changes in the western freight classification, which created a stir among shippers and receivers of freight throughout the west a few months ago, will be exhaustively discussed at a two days' meeting of the National Industrial Traffic league, which began in this city today.

When alterations in the classification were announced a storm of protest came from members of railroad commissions in Oklahoma, Iowa and other states and from representatives of commercial organizations. It was contended that by a process of shifting various commodities from one class to another the railroads were attempting to bring about a general raise in freight rates.

An appeal was made to the Interstate Commerce commission, and a special examiner of that body was sent to Chicago to hear evidence and arguments. After the examiner had submitted his

report the commission suspended the operation of the new classification for 130 days pending further inquiry. Since then testimony has been taken in Chicago and other cities, and the commission now has the case under advisement. A woman's favorite topic of conversation is herself; after that it is usually some other woman.

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