

BIG ELECTRIC CAR SYSTEM

Authentic Report of Operation of Proposed Plant

Also Correct Statement of Routes to Be Taken In This City and Between Eugene and Springfield

All indications point to Eugene having an electric street car system in operation in a few months. This city has long needed such a system and the Guard is glad to be able to give its readers the first authentic information concerning it.

At the meeting of the city council tonight parties, whose names we are not at liberty to make public at the present time, will make application for a franchise for an electric car system in the streets of this city. The proposed car line will start at the S. P. depot on Willamette street and will terminate at the extreme eastern end of the city limits.

TO SPRINGFIELD.

The fact that the line will run to the eastern end of the city limits means that the line will extend at least to Springfield, and possibly further.

The parties behind this application have the capital to push the work and if granted the franchise will undoubtedly give Eugene the best system money can put in.

A street car line between Eugene and Springfield would pay operating expenses at the start and would be a great convenience and help to the inhabitants of both cities. It is to be hoped that a franchise will be granted and that Eugene will soon see an electric car system in operation on our streets.

As stated in yesterday's Guard, the city council last night had an application for a franchise for a street car system in this city.

A. H. Black, his associates and assigns asked the city council for a franchise for 50 years for the right to construct and operate an electric railway system in this city. The route selected starts at the depot on Willamette street, running south to Eleventh, thence east on Eleventh to University avenue, thence south to Thirteenth, thence east to the intersection of Eleventh and Villard avenue, thence east to the city limits.

The line is to be completed and in operation in one year from the date of the granting of the franchise. A branch line will be built, commencing at Fifth and Willamette streets, then running west to Blair street, thence westerly on Blair street to the city limits. This branch to be completed and in operation within two years.

From the eastern end of the city limits the proposed road will go around Judd's Point on the old county road, thence through the Campbell & Walker's hopyard, following the edge of the old slough, and then following the Henderson-Springfield road from Springfield station, crossing the Springfield bridge, following the county road in Springfield to main street, thence to the eastern city limits of Springfield and thence over the county road to a point about two miles east of Springfield.

Mr. Black has made application to the county court for the right of way over the county roads over which the proposed lines will run, and will make application to the city council of Springfield for a franchise in that city.

The building of this system means

a big outlay of money. From Judd's Point to the Springfield bridge a good deal of filling will be necessary, so the road will be placed above high water mark.

We have been asked to call particular attention to the following errors in the morning paper's article on the route, as follows: 1st. After leaving Villard avenue the road continues east instead of west. 2d. That the franchise stipulates that work on main route shall commence in a year. This should read "shall be completed in a year." 3d. That the Fifth street branch is to be completed in two years instead of work to be commenced in that time. 4th. That Mr. Nick did not tell the council that the county court had granted him privileges over the county roads, but that he had applied to the county for these privileges. As the above statements are misleading, Mr. Black is anxious that particular attention be called to them.

The council took up Mr. Black's application and went into a committee of the whole, and will meet at 7:30 this evening, when further discussion will be had on the subject.

Mr. Black positively refuses to give any public information or answer any questions regarding his and his associates' plans or intentions in case the franchise is granted.

The city council met again last night and in conjunction with A. H. Black spent two solid hours carefully scrutinizing the wording of the franchise and making changes necessary for the best interests of the city.

Mr. Black, in behalf of himself and associates, addressed the council and answered all questions asked by the city's representatives.

The franchise was taken up clause by clause and all changes discussed and asked for were granted by Mr. Black. The worst stumbling block was when Copeland Matlock insisted that the roadway shall be kept in first-class repair between the rails and for 18 inches on each side of the rails, and to be under the supervision of the council. Mr. Black objected to this, as he said it would leave him at the mercy of the council. He wanted good streets and was willing to keep his roadway in as good condition as the rest of the street.

A long discussion followed regarding the gasoline car privileges mentioned in the franchise. Mr. Black explained that such rapid strides were being made in this direction that he desired this privilege if the cars were successful, as they would be more economical to operate, cleaner and less dangerous, besides doing away with the poles and wires in the streets. During his talk to the council on gasoline cars Mr. Black gave out the intimation that the line would not stop at the city limits, but would continue to Portland. He also stated that he has applied for a franchise through Springfield streets.

In connection with the company's business here Mr. Black also stated he would build a depot and other terminals necessary for a first-class system.

Before adjourning the council and Mr. Black had agreed upon all clauses in the franchise, and it will be voted on at some future meeting.

nearly frantic, ran to a logging camp five miles distant and secured help, who brought Lee thither on a litter, and Dr. Boshire was summoned to dress the wounds. The doctor returned home at midnight, and expects his patient to be brought in today. He will probably stay with his father-in-law, Mr. Cartright.

NEW CHURCH AT CRESWELL

Rev. Green the pastor of the Presbyterian church at Creswell, stopped off a few hours on his return from the meeting of the presbytery at Salem. From him we learn that the new church under construction there is progressing rapidly. It is 58 feet square on the ground and will contain an auditorium capable of seating 300 people and a lecture room which will seat 75 or 80. The building will cost about \$2000. It will be finished in time for Thanksgiving service, and will be dedicated free of debt.

ANOTHER ELECTRIC LINE

The Guard has reliable information that the city council will have another application for a franchise for an electric car system in this city. It is stated that the route selected will in some wise conflict with the route asked for by Mr. Black and his associates, which is likely to cause an interesting fight.

The vote on the Black franchise will not occur before the next regular meeting of the council, and at that meeting the new application is expected to be presented. The following press dispatch is indicative of who will be at the time of the new presentation:

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