



TWO TICKETS IN FIELD

Lively Contest Anticipated Between "Progressive" and "Citizens" Tickets

Candidates for Mayor Make Public Their Platforms—Personnel of Tickets

A public meeting to nominate a ticket for city officers was held in the City Hall, Friday evening. About 100 voters who favor "an economical and aggressive management of the city's affairs and of the enforcement of law and the suppression of the sale of intoxicating liquors in the city of Forest Grove" responded to the call, made through the local papers.

Levi C. Walker was chosen chairman of the meeting and Walter Hoge was elected secretary. The presiding officer called on Rev. C. Clapp to address the meeting. He complimented the voters on the great interest Forest Grove always exhibited in her municipal affairs. As to the issue before the citizens, he stated that the saloon question was not the only one worthy of attention. He stated he wished to see "good streets, good sidewalks, and an efficient light and water system." The greater part of his speech was a dissertation on the three methods that may be pursued relative to the liquor question, namely to ignore it, to license it or to prohibit it. The first two were untenable, he asserted, hence the sentiment of the meeting coinciding with that of the speaker was to put men "who would work faithfully for the prohibiting of the liquor traffic in our city."

Principal H. L. Bates then made a

few remarks stating that in former years it had been difficult to ascertain whether or not candidates were nominated would run. Accordingly a list of persons who would run if nominated was read by him before the meeting.

Nominations for the various offices were then made. M. Peterson, and Harry Haynes and W. B. Haines were nominated. The latter withdrew, Col. Haynes stated he was not eligible to the office. Finally the race for mayor was narrowed down to M. Peterson and L. L. Hollinger, the former won easily. The ticket chosen is as follows: For mayor, M. Peterson; for recorder J. C. Clark; for treasurer, W. S. Hudson; for councilmen for two years S. B. Starrett, W. R. Harris and L. L. Hollinger; for councilmen for one year, A. G. Hoffman and C. D. Campbell; for marshal, J. G. Lenneville.

Mr. M. Peterson, the candidate on the temperance ticket, gave out the following authorized statement: "The Progressive City ticket stands for law and order. What we want is good, clean city laws and then see that they are enforced. We believe Forest Grove to be one of the most beautiful towns in the state and we will do everything in our power to promote its progress and beauty."

The men chosen with the exception of Mr. Campbell, were those suggested at the first part of the meeting. Oliver Curtis' name had been suggested, but Campbell won out. The ticket will be known as "The Progressive City Ticket."

A mass meeting of the citizens of this city met at Vets Hall Tuesday afternoon for the purpose of nominating a ticket for the municipal election which is to take place next Monday. The attendance was large and much interest was manifested. The keynote of the meeting was "Common Sense vs Fanaticism" and the speeches made on that occasion were attuned to that slogan. What was considered a strong ticket was then nominated and ratified, but when the time came to

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Ordinance No. 146

An ordinance granting permission and authority to the Forest Grove Transportation Company, a Corporation organized under the Laws of the State of Oregon, its successors and assigns, to construct, maintain and operate an electric railway in the city of Forest Grove, Washington County, Oregon.

THE CITY OF FOREST GROVE DOES ORDAIN AS FOLLOWS:

Section 1. That the Forest Grove Transportation Company, a corporation organized under the laws of the State of Oregon, its successors or assigns, is hereby authorized to construct, lay, maintain and operate a single track railway of the standard gauge of four feet, eight and one half inches, with the necessary tracks for turnouts, side tracks and switches, and run cars thereon for the transportation of passengers, baggage, express, freight and United States mail, through, upon, across and along certain highways, streets and avenues in the City of Forest Grove, hereinafter mentioned, and the same to keep, maintain, use and operate during all the time hereinafter mentioned and specified and in the manner and upon the condition set forth in this ordinance.

Sec. 2. Commencing at the East end of Pacific Avenue and South of the center thereof, and running thence West with the South end of the ties of said track twenty feet North of the South line of said Avenue to Main Street; thence continuing West, swinging South with a gentle curve so that the South end of the ties will be seventeen feet North of the South line of said Avenue, to the Western City limits.

Also commencing at a point where the Southern City limit crosses Fifth Street and running thence North with the East end of the ties of said track seventeen feet West of the East line of said street to Pacific Avenue and swinging with an easy curve to connect with the tracks of said company on said Pacific Avenue.

Also commencing on Pacific Avenue where A Street intersects the tracks of said company on said street; thence North on said A Street with the West end of the ties of said track seventeen feet East of the West line of said street to North First Avenue; thence swinging with an easy curve easterly to said North First Avenue with the North end of the said ties fifteen feet South of the North line of said Avenue to College Way; thence swinging with an easy curve southerly to College Way with the West end of the ties of said track fifteen feet east of the West line of said College Way to Pacific Avenue; thence with an easy curve easterly to its connection with the tracks of said company on said Pacific Avenue.

Also laying its tracks on Pacific Avenue near and opposite the alley in block No. 2. of said City swinging with an easy curve to the South end of said alley; thence northerly along said alley to the end of the same.

Also commencing at the intersection of Pacific Avenue with Main Street, leaving its said track with an easy curve northerly on Main Street, with the west end of the ties of said track 18 feet East of the West side of said street, to North First Avenue; thence continuing northerly swinging with an easy curve to the east side of Main Street with the east end of the ties of said track 14 feet West of the East line of said street to some point not further than the intersection of North Second Avenue with said Main Street.

Sec. 3 The track of said grantee on Main Street shall be laid with what is known as grooved rails with the top of the rails flush with the planking or surface of said street and where any planking, rock or gravel is removed or disturbed the same to be replaced by said grantee, its successors or assigns, in such manner as to leave the street in as good condition as the same now is. All planking on said railway track to be fitted hard up against the rails so as to prevent accidents to wheels of vehicles and so as to present the least possible obstruction in crossing said tracks and it further being understood that only freight and express business shall be handled on said Main Street and no passenger cars shall run thereon and no freight or express cars shall stand on said street except while the same are being loaded or unloaded.

Sec. 4. All tracks shall be laid with steel rails of not less than thirty-five pounds per lineal yard. Said rails shall conform as near as may be to the grade of the street; the top of the rail being as nearly as practicable flush with the street; and until any street through or upon which tracks of said company, its successors or assigns, is paved, said company shall keep the space between the rails and twelve inches on either side thereof and always to the end of the ties, and where a double

track is used for switches, turnouts and other purposes, then also that space between the double tracks and the rails of the double tracks and for twelve inches on either side thereof and always to the end of the ties, planked with two inch planking or filled flush with the top of the said track with gravel, crushed or broken stone, or both crushed, or broken stone, and gravel, or some other solid material to be approved by the Common Council of the said City of Forest Grove.

It is hereby understood that the grantee herein shall plank their track at all street crossings at the time of laying its tracks so as not to interfere with teams or persons crossing such street. At all other places said grantee shall have reasonable time to ballast or plank its said tracks in accordance with the provisions thereof.

Any rock, gravel or any other material in the streets, avenues and alleys mentioned herein, removed or disturbed by said grantee, its successors or assigns, in laying its tracks, shall be replaced by said grantee, its successors or assigns, as directed by the Council of said City, but said company shall not be required to haul it from the point where disturbed to another street, except to clean up the street and leave it in as good condition as the same now is or may be put into.

Sec. 5 If at any time it becomes necessary to remove or interfere with any of the tracks, poles or overhead equipment of the grantee, its successors or assigns, or any portion thereof, for the purpose of building or laying sewer, gas, water or other pipes or conduits or for any other purpose, or for the purpose of doing any work on the said street required to be done by the said City, the said grantee, its successors or assigns, upon being notified by the proper City authorities, shall, immediately preceding the commencement of such work, remove so much of said tracks, poles and overhead equipment as may be necessary for such purpose and thereafter replace the same all at the expense of the said grantee, its successors or assigns. All such work shall be done in such manner as to cause the least possible suspension or delay in the running of cars or trains, and the City of Forest Grove shall in no way be liable to the grantee, its successors or assigns, for any delay thus caused.

Sec. 6. The said Forest Grove Transportation shall use electricity as the motive power and the same may be transmitted by overhead or trolley system, and for the purpose of transmitting said motive power the said grantee, its successors or assigns, is authorized to erect and maintain on each side of the streets, avenues and alley mentioned herein and upon which said grantee, its successors or assigns, is authorized to construct, lay, maintain and operate its railways, such poles, brackets, wire and fixtures as may be required to support the overhead equipment for the operation of its cars and trains, provided however that all such overhead wires shall at all places be at least eighteen feet above the surface of the rails.

Sec. 7 The fare or charge for transportation on said railway within the City limits as now established or may hereafter be established, shall not exceed the sum of five cents for each passenger.

Sec. 8 The speed of the cars operated upon such tracks within the City limits shall not exceed twelve miles per hour and shall at all times be under the control of a competent motor man or driver, and all cars or trains in stopping at street crossings shall not obstruct the cross streets.

Sec. 9 This franchise is not to be considered exclusive and the council hereby reserves the right of the City to grant any other company a franchise covering any of the streets mentioned herein.

Sec. 10 The cars to be used upon said railway for the transportation of passengers shall be of approved construction with modern conveniences for the comfort and accommodation of passengers and shall meet all regular passenger trains of the Southern Pacific Railroad and shall run at such other times as the business will justify.

Sec. 11. If the said grantee, its successors and assigns shall refuse to operate said railway within the City limits as herein provided, except for unavoidable reasons, or circumstances beyond its control, upon the continuance of such refusal after thirty days notice, then the council, at their option may thereafter declare the franchise granted by this ordinance forfeited and said tracks, poles and wires may be removed by said City and the streets restored to their original condition and all costs and expense of removing the same shall be paid by the grantee, its successors and assigns.

Sec. 12 It is also provided that said grantee, its successors and assigns

shall save the City harmless from all damages to persons and property occurring by reason of the granting of these powers and privileges or by reason of the construction, repair, maintenance or operation of the said railway through or within said City limits.

Sec. 13 The powers, privileges and rights conferred by this ordinance and the obligations therein and hereby imposed shall be deemed a contract and continue to said grantee, its successors and assigns for the period of twenty-five years from and after the date of the adoption thereof.

Sec. 14 Said grantee its successors or assigns, shall within thirty days after the passing of this ordinance signify its acceptance hereof in writing and file the same with the City Recorder or otherwise this ordinance shall be void.

Sec. 15 When required the said grantee, its successors and assigns shall stop at every street crossing within the limits of said City for the purpose of allowing passengers to get on and off its cars.

Sec. 16 The said grantee, its successors and assigns, shall commence the work of construction of its railway within ninety days, and shall have the same in operation within eight months from the date of the passage of this ordinance.

Sec. 17 Any failure on the part of the said grantee, its successors or assigns, to carry out the provisions of this ordinance on its part and to observe all the terms and conditions herein in good faith shall be deemed a violation of the contract hereto entered into between the City of Forest Grove and the said grantee, its successors and assigns and shall, at the option of the Council, work a forfeiture of the powers, rights and privileges.

Sec. 18 This ordinance shall take effect and be in force after due publication and acceptance in writing filed with the recorder of said City by the grantee herein.

Passed the Common Council of the City of Forest Grove, Washington County, Oregon, this 2d day of January, 1906.

J. C. CLARK,
Recorder of the City of Forest Grove,
Washington County, Oregon.

Approved this 2d day of January, 1906.

C. N. JOHNSON,
Mayor of the City of Forest Grove,
Washington County, Oregon.

Attest, J. C. CLARK, City Recorder.

State of Oregon,
County of Washington,

I, J. C. Clark, Recorder of the City of Forest Grove, do hereby certify that I have carefully compared the foregoing transcript of Ordinance No. 146 with the original on file and of record in my office and of which I am the legal custodian, and that it is a correct transcript therefrom and thereof.

Witness my hand and the seal of the City of Forest Grove, this 2d day of January, 1906.

J. C. CLARK,
Recorder of the City of Forest Grove,
Washington County, Oregon.

Annual Meeting.

The Annual meeting of the Congregational church was held on Monday evening. About one hundred people were there for the opening part which consisted of supper, scripture reading, prayer by Rev. C. F. Clapp and the roll call of members. Eighty three members were either present or sent responses for rollcall.

After a few minutes intermission the meeting was called to order for business. The Clerk reported 27 members received during the year 1905. The present membership is 226.

During the year the notable events were the dedication of the new church, recognition of the pastor, Rev. Herbert W. Boyd, celebration of the sixtieth anniversary services held by Mr. Gilliam, the meeting of the State Association of Congregational churches and the building of the parsonage. The treasurer reported the expenditures of the year as about \$8000, over \$5000 of which was on the church building account. The various benevolences would probably amount to \$300 or more.

Dr. J. S. Bishop was re-elected deacon for five years and Mrs. A. B. Thomas deaconess for two years. The following were chosen to serve during the year 1906: James R. Robertson, clerk; Joseph W. Marsh, treasurer; Henry L. Bates, S. S. Supt. J. S. Bishop and Emma Penfield assistant Superintendents; the members of the various committees being left to the choice of Prudential committee.

Many were the expressions of satisfaction in the year as one of the most notable in the history of the church.

—For Visible Writing see Underwood Typewriter.

STREET RAILWAY SURE

Local Capitalists Will Build Motor Line from Depot to Business Part of City.

Franchise Obtained by the Forest Grove Transportation Co.—To Incorporate Soon.

At a special meeting of the city council held Tuesday evening at which all the officials of the city with the exception of Councilman L. L. Hollinger, were present. A franchise was granted to the Forest Grove Transportation Company for the construction and operation of a street railway from the depot to the business part of the city. The ordinance enacted for the purpose is published in full in this issue of the News. The Forest Grove Transportation Company as its name indicates is composed mainly of local capitalists. Senator E. W. Haines made the application for the franchise.

If the patronage and traffic justify it, it is believed, that branches connecting with the main line will be built in various parts of the city so as to give a more efficient and convenient service.

The people residing north of the city, it is said, want the line extended to that neighborhood and while no plans have been made by the company to do so we believe that the line will ultimately touch that section.

The company will incorporate in a few days and work will begin as soon as the necessary arrangements can be perfected.

The rumor that the Southern Pacific has a controlling interest in the new road is without foundation. Nor is the report that the franchise was secured for the S. P. correct. Among the progressive citizens of Forest Grove there is a strong belief that the company means business and, as far as we are able to ascertain from those "on the inside," this is the correct view of the situation.

Christian Church Meeting.

The annual business meeting of the Christian church was held Tuesday evening and a large number were present. Reports were given by the heads of the various departments of the work carried on by the church and showed that each organization was in a flourishing condition.

Officers were elected as follows: William Hartampf, deacon for three years; H. J. Wells, deacon for one year; Mrs. C. Christian deaconess for three years. Miss Sadie Williams, clerk; Miss Nora Laughlin, treasurer; Miss D. Darling, organist.

After the business session the ladies of the church served refreshments in the lecture room where a social time was enjoyed. The prospects for successful work for the new year are very bright. Rev. Sanderson is well pleased with the work of the various organizations.

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get the acceptance of the candidates to make the run it was found that only a number of the nominees would allow their names to go on the ticket. The committee on nomination was then obliged to confer and fill the vacancies.

The new ticket will be known as the "Citizens Ticket". For mayor, Dr. Ward; for councilman for two years I. K. Weitzel, H. H. Clark, R. W. S. Hamer; for councilmen for one year J. F. McGill, C. B. Campbell; for treasurer W. S. Hudson, for recorder, J. N. Hoffman, for marshal, P. W. Cronen. This is a strong, representative ticket made up of men who have always taken a deep interest in the city's welfare. Regardless of factions and creeds the candidate stands for the enforcement and enactment of laws beneficial to the community. The best interests of the city, the candidates assert will be well guarded.

When approached by a reporter, Dr. Ward thus defined his position: "If the Supreme Court decision justifies the licensing of saloons I favor a high license but if the decision rendered opposes the licensing of saloons, I will then prosecute any violator of the law pertaining to the sale of intoxicants. I believe in the city deriving a revenue from the liquor that has always been sold and always will be here and believe furthermore that \$200 a month could be gotten from that source even if no more liquor was sold than during the past year."

GOFF BROS.

NEW YEAR Greetings!!

At the beginning of the NEW YEAR we desire to thank our customers for the trade and good will extended us during the past twelve months

The past year is only our second in Forest Grove and it has been most satisfactory to us, both in amount of business done and in the pleasant relations existing between ourselves and customers.

We endeavor to so conduct our business that each customer will be a satisfied and loyal one and the past year has produced abundant evidence that we enjoy the confidence and good will of our trade.

We trust that we may merit a continuance of these favors, for we shall in the coming year as in the past one, make every effort to conduct a **Hardware and Implement Business** that will be a credit to ourselves and a store where every customer will go away satisfied.

We shall, during the coming year, add some other lines to our now extensive stock and shall try at all times to merit the people's favor.

Again acknowledging our appreciation, we extend to all our friends best wishes for

A Happy and Prosperous NEW YEAR

GOFF BROS.,
OREGON