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MAYOR LACHMUND IS FIGHTING A LOSING BATTLE ON FRANCHISE

PORTLAND, EUGENE & EASTERN WINNING OUT ON IMPORTANT DETAILS—INDICATIONS ARE THAT COMMUNITY FAVORS MORE LIBERAL TERMS FOR WELCH SYSTEM.

Mayor Lachmund announces he will veto the proposed franchise for the Portland, Eugene & Eastern railroad as agreed upon by the council last night and which in the form of an ordinance will be presented for passage at the next meeting of the council.

That much is certain, for the mayor, after waging a losing battle last evening in favor of the life of the franchise being made 25 years and in favor of the compensation to the city being made over five times as large as that agreed upon, virtually served notice to that effect upon the councilmen.

Whether or not the council can pass the ordinance over his head is problematical. A handful of councilmen stood valiantly by him in his fight and there exists, of course, the possibility that they may influence enough votes to prevent the franchise from passing over the veto. With Councilman Hill and Low, who were absent to reckon with the present situation would indicate that the railroad people have the best of the situation, and that unless conditions change, it is likely the franchise as agreed upon will be enacted into law, despite the veto of the mayor.

Began Early, Continue Late.
The council began its debate on the franchise early in the evening and it continued until almost midnight and as each hour passed by, the heat of the debate increased until at the end, it sizzled.

Frank Waters, representing the railroad company, opened the discussion by saying that the company took exception to the action of the committee as a whole shortening the life of the franchise from 35 to 25 years and also to the compensation fixed, declaring the company would rather increase the flat rate than have a tax fixed on their gross earnings. The present franchise has a period of 35 years yet to live, and in view of this and the fact the company will spend the first three or four years in improvement, he felt the life of the franchise should not be reduced.

Councilman White arose and defended the action of the committee of the whole in reducing the life of the franchise, declaring that most cities were now granting franchises for a term not to exceed 25 years.

This brought Mayor Lachmund to his feet with the declaration that Councilman White expressed his sentiments on the subject and that with the further declaration that while he did not intend to participate in the legislative part of the session, that he expected when the time came to exercise his powers as mayor and that he hoped that the franchise would be framed so that he would be able to sign it. With the view of giving an opportunity to the council to intelligently consider the subject in this respect, he outlined his views which were for a 25-year franchise and a high compensation.

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It shrivels up the corn, wart, callous or bunion, separates them from the true flesh, the corn comes off, and there you are, with feet that feel positively glorious; corn-free once more as they used to be in your "barefoot days."

The most remarkable feature is that "GETS-IT" does not harm or turn raw the healthy flesh as other preparations do. It is as safe as water. No more plasters, bandages or salves.

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Councilman Jones and Pennebaker lined up with White but Councilmen Townsend, Rigdon and Stegmund were in doubt of the wisdom of shortening the existence period of the franchise.

Frank Waters asserted the company would not be willing to accept a franchise with less than a 35-year year period and a vote was then finally taken with the result that the franchise was made to read for 35 instead of 25 years, the railroad people winning the first round.

Real Fight Begins.
The real fight began when the council took up the compensation feature of the franchise. The committee of the whole had fixed it at \$600 a year for each five-year period, together with a tax on the gross earnings, but to this tax the company objected.

As a substitute for it, the company offered to pay \$400 a year for the first period of five years, and to increase this \$100 for each five-year period until at the last period of the 35 years, the company would be paying \$1,000, making a total for the period of \$34,500, and Mr. Waters declared that this was as high as he was authorized to go.

Councilman Jones leaped to his feet with an amendment that the compensation be fixed at \$1,000 a year for the first five years, and that it be increased \$1000 for each five year period making a total for the life of the franchise of \$140,000.

Several of the councilmen audibly demurred and observing antagonism to the move, Mayor Lachmund arose and in an impassioned address declared that they were surrendering everything to the railroads and that while they were free to proceed and give them everything that he warned them that they would have to do it over his head.

"Look after the city of Salem," he declared, "the railroads will look after themselves. I am not solicitous for the welfare of the railroads for they will get their share. I believe that the railroad should pay the compensation outlined by Councilman Jones—do not believe in giving them everything. The Southern Pacific is not a philanthropic institution—never was and never will be, and it is up to the council to look after the interests of the people."

Just Sop, He Says.
"I am not going to object to the 35-year period of the franchise, but I am going to take a stand on the compensation. Every concession made so far by the railroad companies is just so much sop given you. I am not going to be a piker in this fight and the councilmen should not be. You may give everything if you want to, but you will have to do it over my head."

Threatens Referendum.
Councilman Jones declared that the people would never stand for the action of the council. "Pass this franchise in this condition and the people will invoke the referendum on it," he shouted.

Councilman Waring wanted to increase the compensation 50 per cent, but his motion was lost for the want of a second.

Without much further debate, the council settled down and agreed upon the terms suggested by the railroad company.

The Woman, Cow and the Kiss.
The question of running freight cars on certain streets was the signal for more pyrotechnics.

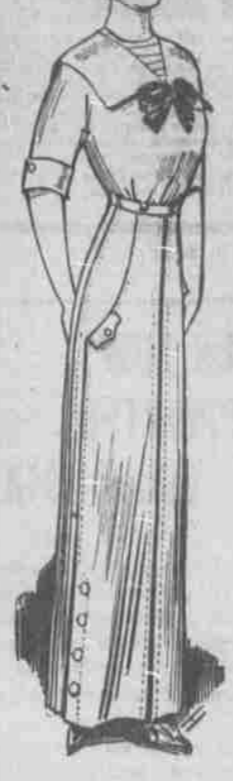
Councilman Pennebaker declared the company was using their residence streets of the city for its freight lines and Jones declared that the people generally were opposed to it, and there was no necessity for it.

Tired and weary and discouraged, Councilman Rigdon finally arose to discuss the question.

"The railroads had to enter the city from some place, he declared, and he did not know just how they were to accomplish it without entering on a street where there were residences. He had observed that the fact that railroads run freight trains on a street had not deterred people of the city from building handsome residences on them. The objection to them with relation to this matter always seemed to be before the coming of the road and not afterwards. He asserted that it was for the council to say whether it wanted a railroad or not, and declared that so far as he was concerned, he was getting tired of the whole wrangle."

Councilman Brown entered the debate in his support and declared that freight cars ran in front of his residence and that he did not find them so objectionable.

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First Day, July 11
Made in Oregon Day—50 exhibits of Home Products; see the Big Industrial Parade by the Marion County Manufacturers' Association.

Second Day, July 12
Elks' Day—Big excursion from Portland; Grand Cherry Fair Parade, led by King Bing and Queen Anne, with their royal suite in \$2000 royal chariots.

Third Day, July 13
Baby Show parade at 10 a. m. Magnificent Auto Parade, \$500 in prizes. Gov. West will leave on his 500-mile horseback ride to Boise, Idaho.

Evening Programs at the Armory Each Day
Cherry City Male Quartet Will Sing at 8:30 p. m. Addresses, Soloists and Award of Prizes Announced.

Read the Journal for News

in an instant and for a few seconds Brown and Jones hurled words at each other ferociously.

"I do not mind the freight cars," purred Brown at the last.

"You remember the woman who kissed the cow, don't you?" bawled Jones.

"Yes," replied Brown.

"Well, it is every one to his own notion," shouted Jones.

This being apparently a verbal solar plexus, Brown sat down and digested it, and then after a few more remarks on the subject, the council finally agreed to let the company run freight cars over the streets asked for in the franchise and they are Twelfth, Trade South Commercial and Front.

The committee as a whole then reported to the council, and the proposed franchise with its amendments were referred to the city attorney to be redrafted and will come up for consideration at the next meeting.

The Albany-Lebanon train flew the track at Lawson station Sunday, but no one was injured.

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Enlivens the spirit of the downcast and disheartened,
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