14

Thirty Days

for Morrison Viaduct.

City & Suburhan Objects Vainly to

Long Suspension of Traille-Other

Companies' Rentals Raised-

May Work Night and Day.

BUILDING NEW MORRISON-STREET BRIDGE.

FUSPENSION OF TRAFFIC-Con

PAYMENT OF RENTAL-The payment

of rental by the City & Suburban will begin at the expiration of the 30 days'

RENTAL BY OTHER COMPANIES-

Despite their protests, the rental to be paid by other street railway com-

WORK TO BE CONTINUOUS-Con-struction of the new bridge will con-tinue night and day, the City &

STYLE OF DRAW-This will be a lift.

TIME OF COMPLETION-The contract

will be let this Full, and take not

isses than seven months to complete,

so that the bridge will be in use

-

rian furnishing electric light at

a pivotal draw, as now

panies was fixed at a min

the City & Suburban

\$6000 a year each.

night.

next Summer

********************************** TERMS OF CONTRACT FOR

tors are bound to limit it to 20

ead of 20 days, as proposed by

THE MORNING OREGONIAN, SATURDAY, AUGUST 15, 1903.



LIMIT OF DELAY He did not think it would be fair to would preclude his company from doing so. He did not think it would be fair to charge his company \$500 for say \$5 trips across the bridge and the City & Subur-ban \$12,000 for 11,000 trips, the number now made by the City & Suburban. Mr. Bolse responded that a line out East Salmon street would have to maintain as good a service as the City & Suburban does to Sunnyside in order to compete with that company. If the City & Subur-ban should pay 5 cents for each trip of its Sunnyside cars over the bridge, the monthly payments would be more than \$500 a month or more than \$500 a year. Bridge May Be Closed

The sumpside cars over the bridge, the monthly payments would be more than \$500 a month or more than \$5000 a year. Mr. Parton did not believe that Mr. Bolas's view of the matter was fair. "The charge of \$5000 a year," said he in an interview inst night, "will be pro-hibitive to any other company desiring to get a franchise on the bridge. The people on the Base-Line road and out toward Fairview desire to have a line built through their territory. Such a line would have to cross the river, and Mor-rison arrest would be the most direct and convenient for all interests. This line would make not more than 40 or 50 trips a day over the bridge. The City & Subur-ban makes about 190 trips a day. How-ever, the new small line would have to pay half as much us the City & Suburban Railway, or \$9000 a year, for its 60 or 50 crossings. WHILE NEW ONE IS BUILT Committee Arranges Terms

NEW RENTAL THEN BEGINS

"Again, if the Portland Ruliway Com-pany for its proposed East Salmon-street line desired to run its cars over the bridge, line desired to run its cars over the bridge, a 10-minute service would be sufficient. On this schedule our company would make 26 crossings a day. This number would not be exceeded for many years to come on this line. And yet we should have to pay \$500 a year for the use of the bridge. "The City & Suburban is to pay but twice that sum for five times as many daily crossings. The result of this will be that we cannot afford to cross Mor-rison-street bridge, but must haut our passengers around by Burnside-street bridge. This condition would result in a virtual monopoly of that territory for the City & Suburban simply because a pro-vision is to be inserted in the new con-tract with the City & Suburban binding tract with the City & Suburban binding the city not to allow any other line to cross the bridge on equal terms with the City & Suburban."

Lift Draw Will Be used.

Lift Draw will be used. The committee has unofficially made up its mind to disgense with the pivotal draw in the present bridge. It will substitute a lift draw, of two elbows, each of which will swing upward to allow the passage of boats. This sert of draw can be opened in less than one minute and closed on in ross than one minute and closed on correspondingly quick time. The present draw openg 129 feet on each side of the plyotal pler. The new draw having elbows each of 80 or 52% feet, would have an aperture of 199 or 166 feet. The present aperture of 199 or 16 feet. The present draw-pler sets up currents which are an-noying to river commerce. This trouble could be eliminated by the "lift" draw. Furthermore, the lifts would afford safety to bridge travel by raising a strong woll at each end of the open space and dis-pensing with the need of gates.

Finished Next Summer.

The committee will at once proceed to have plans prepared for the new bridge. Manager Swigert and a special commit-tee of the Executive Board had a big talk at the City Hall yesterday morning. The upshot of the conference was that the committee will advise the Executive board to bind the contractors who build the new viaduct, not to delay irraffic of the City & Suburban Rallway Company more than 30 days during construction and to require the company to pay the just as soon as it begins using the new write a soon as it begins using the car-tions resolved upon by the committee to the directors of his company. The direc-tors had proposed that the delay period be limited to 30 days and that the com-pany be absolved from paying rental be-Manager Swigert and a special commit The specifications will be finished in tin to allow the letting of contracts this Fall. At least seven months will be required to build and complete the structure after the contracts are let, and it is probable that the time would lengthen out to eight or nine months. In all events, the new bridge will probably be finished early next

NO ACTION ON FRANCHISE

Street Committee Postpones Telephone Question for Two Weeks.

Again a final decision upon the franchise of the Empire Construction Com-pany which wishes to install a new tele-phone system in Porland has been de-layed. The street committee of the Coun-cil has promised to take up the matter as a special order of business at its next mentions a super a

be limited to 20 days and that the com-pany be absolved from paying rental be-tween the signing of the new franchise and the completion of the bridge. The committee would not, however, stand for the propositions of the company and amended them as described above. The propositions were in writing and the documents thereof came in Mr. Swigert's pocket. They were drawn up by C. A. Dolph, attorney for the company. as a special order of pusheess at its heat meeting. August IS. At the meeting of the committee yester-day afternoon the franchise question was threshed over for the forty.'leventh time without anything in particular being acamplished for or against the new com The City & Suburban desires to get as favorable terms as possible in its con-tract with the city. It has protested long

and loud against the minimum rental of | sounce. Just as soon as you can con but this payment is required by legislative chactment and the company will probably not fight the law. Neither is the company

"There have been too many franchises requested here which wre fot on the

result of yesterday's conference, but mem-ters of the committee believe that he will mit up with their terms. The committee regards the conditions which it is insist-ing upon as reasonable and equitable.

City & Suburban Discontented,

Other Companies' Rentals,

O. F. Paxton, president of the Portland O. F. Faxion, president of the Forthau Railway Compluing tried to convince the committee that it should not specify a minimum charge in the new contract for other companies which may desire to cross the bridge. The "other" companies cross the bridge. The "other" companies are the Oregon Water Power & Railway and Mr. Paxton's, chiefly the latter. The committee has resolved that the "mini-mum" for the "other" companies shall be \$5000 a year. This amount was at one wined in the logislative bill, but it was taken out on condition, as the com-mittee understands, that the Executive Board should fix the annual rental at that #LLESS

Period of Suspended Traffic.

Mayor Williams presided over the meeting. Members of the committee present were H. W. Goddard, R. L. Gilsan and

City Engineer Elliott said that the "delay period could be limited to 30 days without increasing the cost of construc-tion, but that 30 days would materially augment the expense. Testimony of other engineers was to the same effect. Manager Swigert, however, averged that 30 days would be sufficient dolve and that the hwould be sufficient delay and that the interruption of traffic could be restricted to that length of time without entailing extra expense. He said that bridges much larger than the proposed new structure were built in other cities without interruption of a single day. He pointed out that his company had once practically renewed the Morrison bridge, underpin-ning and upper structure, with the loss

of only one day's business." "Delay of traffic for 29 days means heavy loss to us," be remarked, "and 30 days means much more." The committee is willing to spend some

extra money to have the new bridge roady for traffic early, and will accommodate the City & Suburban to a reasonable extent. It feels that the city at large is as much interested in early comple-tion of the structure as is the railway company.

Liability for Damages.

The committee declined to make the city liable for any damages that might come to the city from longer delay than be days. In the specifications it will be stipulated that the contractors shall limit the delay to that number of days. Mr. Swigert said that his company would waive any damages as between itself and the delay and that it would ensue the the city and that it would accept the liability of the contractors. He insisted that the contractors should be made liable regardly prime they would hold up infae by for extended to the contractors and both of the provide that the contractors should be made liable to should be the should be the should be the should be the for extended to the should be the should b

Council chamber and the since the franchise was first talked of six

months ago. "I think we should set a time to go over the franchise section by section." Merrill finally.

that sooner or later something would be done.

"I move that the committee take up the franchise as a special order of business two weeks from today," said John P. Sharkey. As the committee had been in session for nearly two hours this went through very quickly and the committee

A petition from George E. Chamberlain and others to force the Oregon Rallway

& Navigation Company to lay sidewalks & Navigation Company to my sidewaiks and improve streets leading to the East Portland depot, has been before the Coun-cil and the committee for some weeks. At the last meeting of the Council City At-torney L. A. McNary was ordered to pre-pare an opinion as to whether or not the

railroad company could be compelled to do this. According to the opinion at yes-terday's meeting the company can be so ordered. Before anything is done, hower, the street committee wishes that those interested in the petition would an ear before it and state just what they

ant done. The petition of the Draymen's Associa tion, asking that the ordinance against the use of heavy vehicles on the new Sevthe use of newly ventices on the new Sev-enth-street pavement be repealed, was passed upon by the committee. It recom-mended to the Council that the petition be granted, and that a new ordinance be pre-pared which will render the old provision

PLAY ACTORS ARRIVE.

blow

Mordant-Humphrey Company Now In Portland.

The Mordant-Humphrey company, that The Mordant-Humphrey company, that is to begin an extended engagement on the Stair & Haviln circuit, and to open at Cordray's theatre, August 22, in "Puddin' head Wilson," arrived here yesterday, and will be busy at rehearsals from now on. The proprietors of the company are Ed-win Mordant and Oin Humphrey, and their support consists of Mortimer Mar-tini, Raymond C. Uarent, Charles Belcher, William Marlon K. Owen Exercise 10 William Marion, K. Owen Eversole, C. Norman Hammond, Jane Templeman, Ed-pa Koeley, Beatrice Bromfield, and Anna

waive any damages as between itself and the city and that it would accept the inability of the constructors. He insisted that the contractors should be made liable because otherwise they would hold up traffic as long as was convenient and profitable to them. The employment of two shifts of men imme up for brief discussion as a means of hastening construction. Mr. Swigert widd his company would willingly furnish electric lights for work at night time. **Portland Raitways' Protest.** Mr. Paxton next took a turn at address-in which he classed his own. 2009 a year minimum rental, was unjust to the com-

It is probable that the City English

BRIDGE ORDERED CLOSED Death Trap Is Ordered Barricaded

by City Engineer.

After standing as a death-trap to all who might venture upon its dangerous surface, the bridge at Sixteenth street between Morrison and Washington streets has been ordered barricaded. The lumber was to be upon the ground yesterday, but it did not arrive, so the work of safoguarding the entrances upon the bridge is delayed. the entrances upon the bruge is delayed. Not only is this portion of Sixteenth street in such a condition that parts of it could be overthrown by two men jumping upon its rotten planks, but for several blocks around the roadways are dangerover it. this and has ordered them barricaded, At present a driver unacquainted with the neighborhood might easily drive out upon the roadway in the semi-darkness which

prevails. No barricades at either end would prevent him, but the holes which line the street would soon catch his horse, or the bridge would collapse with his

Hearing two burgiars descend the stairs while he was in the house alone and unarmed was the experience of Wayne H. Stuart, son of Dell Stuart, the lawyer, Thursday night. Rushing from the side door the young man abandoned the house to fis fate, and though a policeman prom-ised to go with him, he could not be in-duced to return to the burgiar-haunted dwelling that night. The Sumert family is away from the weight. Every portion of the connected roadway Every portion of the connected roadway in this neighborhood is absolutely rotten. The guich which the bridge spans is being filled up by dumping dirt and refuse into it, but should any one fall through the man-size holes with which it is strewn the city would be up against a damage suit, as the drop in most places is 20 feet or more.

The Stuart

All \$3.75 Sailor Suits now \$2.80 All Kilt and Wash Dresses less than cost. Great bargains in Youths' and Young Men's Suits.

Meier & Frank Company

to Marauders.

will order the rotten roadways removed, that the guich may be filled up without a shell of a dangerous bridge hanging everything of value was taken to a safe place. Wayne Stuart, who is a traveling salesmen for a local shoe firm, went home Thursday night to sleep. He had FLED FROM BURGLARS.

Wayne H. Stuart Deserts His Home

side door, went out in a hurry, locked it behind him and ran off down Hall street, "taking the sidewalk with him," as he

met a policeman, to whom he told his troubles. The officer officered to return with him and make an examination of the house, but the young man had all

Two-thirds of the veteran soldlers of he wanted of burglars for that night. campaign now serve in one pos another under the civil government

Have you friends coming from the Ball so, send their manes to the Danver Ris Grande office. US Third street, the land, Or

triotic imprint, regular 49c

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home Thursday night to sleep. He had no sooner entered the front door and began to make some noise than he heard two persons step from the second-story porch and make for the stairs. That was too much for the brave young salesman. The two men were rapidly coming down the stairs and he was alone in the house at a lonely hour without a weapon. Stuart didn't stop to secrete the silver-ware or anything else of value which the burglars might find, but rushed to the side door, went out in a hurry locked it Hearing two burglars descend the stairs

said yesterday afternoon. Continuing his flight downtown, he soon

effing that night. The Stuart family is away from the idence. Bé Hall street, and as they will at the seastic for some time, almost

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When seen yesterday afternoon he said he hadn't been near the house, and was not anxious about going last evening.

MANILA MAKES GLAD. Army Veterans Celebrate Aniversary

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of American Occupation.

MANILA, Aug. 14 .- Veterans of the MANILA, Aug. 34.-Veterans of the Army of the Philippines celebrated occu-pation day with a parade, in which SO men took part, clad in the oil regulation service clothing of blue shirts and khakt. A banquet was afterward served, at which the story of the campaign during the stirring period, in the early occu-pancy of the territory, closed by the cap-ture of the City of Manila, was told and the battles fought over again around the festive hourd. Commissioner Smith was the chief speedmaker of the swening.