

COUNCILMEN DRAW NEW BRIDGE LEASE

City Plans to Contract for Whole Upper Deck of Steel Structure.

ORDINANCE IS PREPARED

Ways and Means Committee Leaves Question of Streetcar Rentals for Later Settlement—Five Per Cent Charge Named.

Whether the City of Portland ought to rent the upper deck of the new Steel bridge, and then sub-lease to the Portland Railway, Light & Power Company for streetcar traffic, or whether it ought to lease from the O. W. R. & N. Co. only that portion of the upper deck needed for vehicle and pedestrian traffic, following the railway company to collect direct from the streetcar company for use of the bridge by streetcars, was the question raised at a meeting of the City Council, at the City Hall yesterday afternoon.

An ordinance was drawn for presentation to the Council at its special meeting tomorrow morning. This ordinance authorizes the Executive Board to enter into an agreement with the railway company to pay for the use of the upper deck of the structure for such a length of time as may be necessary for Ralph Modjeski & Harrington, engineers for the railway company, to check up on the cost of the upper deck.

The ordinance provides further that the city shall keep the bridge in repair, and carries an emergency clause.

\$18,000 Deduction Is Desired.

The members of the ways and means committee objected to paying the cost of the upper deck, unless \$18,000, to be collected from the streetcar company, could be deducted from this. Then the question of a rate for all the bridges of so much per car was taken up, and it was thought best to make it possible for the city to make this rate over the new Steel bridge as well as over the other bridges.

Councilman Menefee was in favor of renting the entire upper deck of the bridge from the streetcar company, and of sub-leasing to the streetcar company on the basis of so much per car. Councilman Maguire favored renting from the railroad company at 5 per cent, less \$18,000. The ordinance as finally recommended to the Council provides for the renting of the entire upper deck, and says nothing about the rate the streetcar company is to pay.

Old Car Permit Reauthorized.

A revocable permit to the streetcar company, which had been killed by indefinite postponement at the meeting of the committee, was reauthorized, and placed in the hands of City Attorney Grant for redraft. This gives the streetcar company the right to lay a double track on Adams street from Holladay avenue to the east approach of the new bridge, at Oregon street.

This work must be done by the streetcar company within one month. This permit is virtually a franchise, permitting the use of the upper deck of the bridge by the streetcar company at not less than \$1500 a month, or \$18,000 a year. The city reserves the right to cause the tracks to be removed, and provides that the streetcar company must keep the street in repair between tracks, and for one foot on each side.

An ordinance was recommended to the Council appropriating \$2500, or as much of this as may be necessary, to pay Ralph Modjeski for determining the cost of the upper deck.

Injunction Proceedings Threatened.

W. C. North, president of the Northeast Side Improvement Club, said yesterday that injunction proceedings will probably be started to prevent the closing of the Steel bridge.

"We have had to fight the railroad company for two years in order to have a chance to build the Broadway bridge, and the city has put its foot on the neck of the railroad company's officials, particularly Mayor Rushlight, in capitulating to the railroad company," said Mr. North. "It is an outrage and a shame. Rushlight is turning right into the hand of the railroad. He not only wants to rent the bridge from Harriman at Harriman's figure, but he wants to let the Hill people do the switching. That's what the Hill people don't want. Rushlight is following right in the footsteps of ex-Mayor Simon."

"Five per cent is a very small part of what it will cost the city to operate the bridge. Charles Swigert told me two years ago that the railroad had cost the city \$48,000 in operating expenses in the last 20 years.

"The old Steel bridge, without the railroad trains on it, is a better bridge now than the Burnside bridge."

Railroad Too Eager, Asserts North.

"Of course the railroad is eager to do business with the city now, for it knows that once the city has put its signature to a contract, all the power on earth will not be able to force any concessions from the railroad for the valuable rights which it practically has stolen. The city has put the O. W. R. & N. all the land it wanted on the East Side for an approach to the structure on Larrabee street, and the viewers said the city ought to pay \$10,000 to the railroad. The railroad wanted more and the Council gouged the taxpayers \$15,000 and turned it over to the railroad. Now the railroad comes back smiling and is trying to put a bigger piece of trickery over on the city. Everything it gets from the city it wants for nothing and everything the city gets it has to pay a good round sum for."

The 50-foot street on the East Side gives hardly room enough to turn around at the Imperial.

The situation there ought to be looked after right away."

PERSONAL MENTION.

- D. B. Hill, of Maryhill, is at the Oregon.
- E. N. Seale, a Spokane banker, is at the Portland.
- J. A. Gallinger, a Pittsburg Jeweler, is at the Portland.
- Phil Cohn, a capitalist of Heppner, is at the Imperial.
- I. T. Dargan, of Alberta, is registered at the Oregon.
- F. B. Marshall, of San Diego, is registered at the Portland.
- J. Plattner, a lumberman of Kelso, is registered at the Perkins.
- J. E. Reynolds, a stockman of Arlington, is at the Imperial.
- S. M. Jones, a banker of Charleston, S. C., is at the Multnomah.
- Oliver S. Brown, of Grants Pass, is registered at the Multnomah.
- Dr. and Mrs. Charles A. Barr, of Astoria, are registered at the Perkins.
- Charles Utting and Robert Barrett,

tourists from Woodstock, Ontario, are at the Cornellius.

C. E. Knott, a Hood River apple-grower, is registered at the Perkins.

Mrs. Helen Druck, of White Salmon, is registered at the Cornellius.

F. F. Smith, a Bend lumberman, is registered at the Bowers.

Dr. F. F. Smith, Jr., of Salem, is at the Bowers.

A. P. McQuaid, a Salt Lake mining man, is registered at the Oregon.

R. J. E. Smith, a tourist from Derby, England, is registered at the Imperial.

W. A. Brazau, a paper manufacturer of Spokane, is at the Multnomah.

A. C. Hammond, a San Francisco business man, is registered at the Bowers.

D. T. Frothingham, a cordage dealer of Seattle, is registered at the Portland.

C. S. Woodward, a Los Angeles business man, is registered at the Cornellius.

W. B. Foshay, a business man of Centralia, is registered at the Multnomah.

J. Stoddard Johnston, a distiller of Louisville, Ky., is registered at the Portland.

R. G. Watson, a hotel proprietor of Terra Haute, Ind., is registered at the Portland.

Newton Skillman, of the Studebaker Company at Detroit, is registered at The Annex.

James Finlayson, a real estate operator of Astoria, is registered at the Multnomah.

Mrs. Richard Shore Smith and Mrs. Ray Goodrich, of Eugene, are registered at the Imperial.

CHICAGO, Aug. 2.—(Special).—The following from Portland, Or., are registered at Chicago hotels: Congress, W. C. Slattery; G. M. Duncan; La Salle, Aaron Holtz.

PONDS WILL BE FILLED

Chain of Danger Spots in Waverleigh Heights.

Third Death Causes Councilman Joy to Investigate and Ordinance Will Be Introduced.

Councilman Joy yesterday prepared an ordinance which he will introduce in the City Council.

John W. Smith, 13-year-old son of Francis A. Smith, drowned Tuesday.

The City Council requiring the property-owners to fill up the chain of ponds of stagnant water in Waverleigh Heights, which are dangerous to the community and where three lives have been lost. The last was John Smith, 13 years of age, who was drowned in the pool Tuesday evening, where the water is from 10 to 20 feet deep.

Mr. Joy yesterday went over the grounds and investigated the ponds, finding that there is a chain of pools between Ellsworth street and the Powell Valley road left there when the Waverleigh Heights tract was improved. Some efforts have been made in the past to rear these ponds, but the water was stagnant and poisonous, but the boys in the neighborhood have been drinking from the ponds.

Appeals were made to the Health Department, said a resident yesterday, but without results. Miss Moore, matron of the Baby Home, said these pools are a constant menace to the community, besides being filled with stagnant water. Where little John was drowned the water must be more than ten feet deep. I reached the pond as soon as the body was recovered from the pond. He was then buried there. These pools should be got rid of at once before other children are drowned."

"I shall have an ordinance ready for the next meeting of the City Council," said Councilman Joy, "requiring the owners of the adjacent property to fill up the ponds. This may work a hardship on them, but these dangerous pools of water cannot be left as they are. They are worse and more dangerous than I thought they were."

The drowned boy is the oldest of the family of Francis A. Smith, living at 1205 Franklin street. Harold, brother of the drowned boy, 9 years of age, was on the same raft, but managed to get ashore. Mr. Smith thinks that the poisonous condition of the water made it impossible to resuscitate the boy.

EVANGELICAL UNION NEAR

First Step Taken Toward Bringing Religious Bodies Together.

An agreement for the organic union of the Evangelical Association and the United Evangelical churches of the United States was reached at the meeting of sub-commissioners at Linwood, O., last week, according to the report received yesterday by Rev. C. C. Poling, of the First United Evangelical Church, in Ladd's Addition. Mr. Poling received a letter from M. T. Mays, who represented the Pacific Coast as a member of the sub-commission.

Mr. Mays says in his letter that many differences were found in the way of organic union of the two branches of the Evangelical family, not in points of doctrine, but in methods and government, but an agreement was reached on all these differences.

A special committee of six members was appointed to draft in tangible form the details of the agreement and submit the report to the commissioners of the general conferences of both branches as early as possible. In due time the whole question of organic union will be submitted to the churches in the form of a referendum.

Rev. M. Poling said that the action taken is the most decisive for union that has been taken so far, and was largely due to the strong expressions from the West, and especially from the two Oregon conferences, a demand which could not be ignored. It is believed that the two branches of the Evangelical family can now be reunited within a year.

LINE NEEDED QUICK

W. J. Burns Says Oriental Service Is a Requisite.

NO TONNAGE PROCURABLE

Head of Big Shipping Concern Writes That Business Is at Standstill So Far as General Shipper Is Concerned.

W. J. Burns, head of the Portland agency of Balfour, Guthrie & Co., who is a member of a sub-committee named to collect funds for the proposed Oriental steamship line, takes an opposite view of the facilities available for handling business to the East up to January 1, 1913, than T. B. Wilcox, of the Portland Flouring Mill Company, also a member of the soliciting committee. Mr. Wilcox was quoted in yesterday's issue of The Oregonian as favoring a permanent line rather than one established to operate a few years and advised against haste in the preliminaries. He said also that there is enough tonnage under charter and procurable to handle the business until the first of the year.

Mr. Burns wrote the following yesterday and requested that it be published: "I see that it is given out to the world this morning that there is no

STEAMER INTELLIGENCE.

Name	Due to Arrive	From	Date
Bear	San Pedro	In port	
Breakwater	Coos Bay	Aug. 10	
Rose City	San Pedro	Aug. 10	
Sue H. Elmore	Tillamook	Aug. 11	
Anvil	San Diego	Aug. 12	
Geo. W. Elder	San Diego	Aug. 12	
Alliance	Eureka	Aug. 13	
Rose City	San Pedro	Aug. 15	
Lyra	Salina Cruz	Aug. 15	
Roanoke	San Diego	Aug. 21	
Beaver	San Diego	Aug. 21	
Nebraskan	Salina Cruz	Aug. 21	
Ishman	Salina Cruz	Sept. 1	
Nevadan	Salina Cruz	Sept. 1	

To Depart.

Name	For	Date
Breakwater	Coos Bay	Aug. 8
Herald	San Pedro	Aug. 10
Bear	San Pedro	Aug. 10
Yale	S. P. to L. A.	Aug. 10
Sue H. Elmore	Tillamook	Aug. 11
Anvil	San Diego	Aug. 12
Geo. W. Elder	San Diego	Aug. 12
Alliance	Eureka	Aug. 13
Rose City	San Pedro	Aug. 15
Lyra	Salina Cruz	Aug. 15
Roanoke	San Diego	Aug. 21
Beaver	San Diego	Aug. 21
Nebraskan	Salina Cruz	Aug. 21
Ishman	Salina Cruz	Sept. 1
Nevadan	Salina Cruz	Sept. 1

hurry about wanting an Oriental line and that there is enough tonnage under charter and that can be secured to care for the business until the first of the year.

"If this is so somebody must be keeping the tonnage carefully under their hat, as today the position is that no freight space is actually offering in the market and no vessels are announced as definitely to go on the berth. Business, therefore, is at a standstill so far as the general shipper is concerned, unless by way of the Sound, and the

"What is to be gained by blowing hot and cold on the scheme is a little difficult for the average intellect to discover. It is certainly not confined to any general response from the public in the way of assistance. Perhaps it is not meant to be."

TENDERS TO HAVE BURNERS

Oil May Be Used Instead of Coal on Lighthouse Vessels.

Estimates are being gathered by Henry L. Beck, inspector in charge of the lighthouses district, covering the cost of changing the tenders Manzanita, Columbine and Heather from coal to oil burners. In the event the Bureau of Lighthouses authorizes the change to be made in the next budget bids will be called and they may lower the cost shown in the preliminary report.

When the tender Manzanita sailed yesterday, with Mr. Beck aboard, for Puget Sound, she had coal in her bunkers loaded here at \$5.40 a ton, which Mr. Beck says is 25 cents a ton cheaper than the fuel can be obtained for at Astoria, but at Seattle it sells for \$3.50 a ton, as it is Washington coast. Last season the difference in price between Portland and Astoria, in favor of the former, is said to have been 50 cents and when the tenders were here their bunkers in preference to loading on the lower harbor. Mr. Beck thinks that all will be found to be true and that at such a price, while the employment of fewer frigates, less loss of time in getting fuel aboard and no dirt, are advantages.

ROSS ISLAND IN LIMELIGHT

Patrol Will Clear Out Objectionable Rendezvous.

Objectionable practices alleged to take place on Ross island at present, which he checked as Harbormaster Speier has arranged for a patrol of the district at certain hours and not only will the launch make the rounds, but officers will land on the island and make a tour to order undesirable characters to vacate.

It has been suggested that the island either be leased to the owner take steps to prosecute trespassers, as some of the carcasses have aroused persons, who cruise in motorboat in the vicinity of the island, and that they be taken and points on the upper river. It is also said to be largely a pitfall for girls who accept invitations to go boating and are taken there unsuspectingly. Boats have been reported there after midnight and boatmen say that often craft are held there late and then the occupants row to the East Side and take a car home, leaving the boat on the beach.

COLUMBIA'S SHAFT IS GONE

Well-Known Steamer's Last Memento Sold to Mine.

With the shipment of an old shaft taken from the ill-fated steamer Columbia 20 years ago, to Denver, Colo., where it will be used as a mine shaft, a part of the hoisting gear, and the destruction of dozens of old bamboo cages in which birds and wild animals of the Orient found their way to Portland several years ago, Alnsworth dock is at last clear of junk and refuse.

Chief Engineer Jackson, of the steamer Bear, who superintended the removal of the shaft from the Columbia, says it weighs about 18 tons, but was sold as junk and the purchaser said the only opening for a resale was among mine corporations. The cages were brought here during the days of the "binders" are taken, which operated under charter to the Portland & Astoria, when the steamship problem was solved by the O. R. & N. officials and had no relation to the Pacific Mail, Patrons, canaries, monkeys, baboons, tigers and others of the Oriental jungles were transported in the cages and on being sold to bird and animal dealers the bamboo receptacles were piled on

Marine Notes.

Captain L. O. Hosford has resumed charge of the steamer Jessie Harkins, vice Captain Percy Davis.

Collections at the Custom-House for July reached \$78,850.45, which is \$12,215.25 in excess of the returns for July, 1911.

First of the lumber to be loaded by the steamer Hornet, which arrived yesterday from San Francisco, will be at the plant of the West Oregon Lumber Company.

Word has been received that the

TALES of the TURKISH TROPHIES

"There is only one kind of Trophies that interests me," said the Kink, with emphasis, "and those are Turkish Trophies."

"All others are scratched, sire," replied the Royal Trainer.

"BELIEVE me, some horses in that string of ours," murmured the Kink, as the Royal colors paraded before the Grand Stand. "And some classy Trophies have been hung up in each event," remarked the Royal Trainer.

TALE 12 - THE KINK'S RACES

TURKISH TROPHIES CIGARETTES

HAMILTON KING GIRLS on LEATHER and SATIN (10 X 12 in.) (7 X 9 in.)

GIFT-SLIP in each PACKAGE 10 cents for 10 - Why pay more?

OLSON & MAHONY STEAMER CARLOS HAS BEEN ORDERED TO DRYDOCK AT SAN FRANCISCO FOR REPAIRS.

To undergo an extensive overhauling of the Hoistord fleet, has been hauled out at the yards of the Portland Ship-Repairing Company, and all towing is being handled by the steamer Weon.

Tramps sleeping under the approach to Alnsworth dock were responsible for a blaze discovered there yesterday morning that might have resulted seriously had not one of the dock force, arriving early, got quick action with a hose.

Owing to the need for more adjustment of the lift draw of the new Harriman bridge the steamer T. J. Potter was held at Alnsworth dock yesterday evening and yesterday the steamer Breakwater was prevented for over an hour in gaining the upper harbor.

Tourists are patronizing the special excursions to Oregon City being conducted by the Yellow Stack Line, with the steamer Pomona, as she is making three round trips daily and tickets are interchangeable with the trolley system.

To remove a wire rope entangled in the propeller of the steamer Raymond which was picked up when she was on the way to the O. W. P. dock Tuesday, the vessel will be lifted on drydock, she being held here pending a telegram from her owners, Sudden & Christensen, of San Francisco. The vessel will then proceed to Willapa Harbor to load for San Pedro.

When a horse owner was quoted a rate a few days ago for shipping several head to a point down the river and was told that a Shetland pony class, arrived from Portland, at a rate of \$1.50 made instead of \$2, he sought an even greater reduction on an opposition line, with the result that the Shetland was declared a horse under the tariff and he was compelled to pay full toll.

Movements of Vessels.

PORTLAND, Aug. 2.—Arrived—Steamer Hornet, from San Francisco; steamer Gray Harbor, from San Francisco; steamer Roanoke, from San Diego; and way ports.

SAILED—Steamer Anvil, for Bandon and way ports.

AUG. 7.—Sailed at 5 A. M., steamer Willamette, for Grays Harbor; at 6:30 A. M., steamer Quinlan, for San Francisco; at 8 and left up at 8:40 A. M., steamer Hornet, from San Francisco; at 9 A. M., schooner King Cyrus, for San Pedro; at 1:30 P. M., British ship Dunelm, for Sydney; at 3 P. M., steamer Elmore, from Portland; at 3:30 P. M., steamer Rose City, from San Francisco; at 5 A. M., steamer Northland, for Portland; Arrive at 2 P. M., steamer Daisy, for Portland; Arrive at 3 P. M., steamer Rose City, from San Pedro.

AUG. 8.—Sailed—Schooner Eric, for Honolulu River.

SAN FRANCISCO, Aug. 6.—Sailed at 10 P. M., steamer Elamath, for Portland.

SEATTLE, Aug. 7.—Arrived—Steamers St. Helena, from Nome; Buckman, Misoulian, Argyll, from San Francisco; Dolphin, from Sitka; Prince Rupert, from Prince Rupert; Alameda, from Tacoma. Sailed—Steamers Antiochus, for Liverpool, via Orient; Umattilla, for San Francisco; Cordova, for Tacoma.

SAN FRANCISCO, Aug. 7.—Arrived—Steamer Edith, Monterey, from Seattle; Jim Butler,

WILLAMETTE'S MATE JAILED

Salt Was Real Sassy to "Strangler Smith" and Faces Trouble.

"Strangler Smith," of the harbor patrol force, who is entered on the payroll as Patrolman Bakosky, got a strange hold on Lars Peterson, first mate of the McCormick steamer Willamette, late Tuesday because the mate declined to swing a life net beneath the gangway, scouted at the idea that harbor regulations could be enforced here and otherwise sought to belittle the dignity of the harbor patrol. He thought better of it after spending a few hours in jail and came near missing his ship, but was bailed out in time to join her for the trip to Honolulu.

Harbormaster Speier says that Peterson was reported to him before he got a strange hold on Lars Peterson, but officers were land on the island and make a tour to order undesirable characters to vacate.

It has been suggested that the island either be leased to the owner take steps to prosecute trespassers, as some of the carcasses have aroused persons, who cruise in motorboat in the vicinity of the island, and that they be taken and points on the upper river. It is also said to be largely a pitfall for girls who accept invitations to go boating and are taken there unsuspectingly. Boats have been reported there after midnight and boatmen say that often craft are held there late and then the occupants row to the East Side and take a car home, leaving the boat on the beach.

OLD DOCK BEING REBUILT

No Change Made to Show Oregon Electric Will Use Site.

Talk that the Oregon Electric interests were the purchasers of property on the west shore of the Willamette, between Taylor and Salmon streets, and intended to use it as a transfer dock, has simmered as the result of the dock property having been overhauled and while the decking and supports have been renewed no steps were taken to fit it for railroad purposes.

In a few days the last of the new decking and underpinning will be in place on the Taylor-street side and the slip rebuilt there for steamers of the Yellow Stack Line. It was thought by some that the dock property might be used in connection with the plan to transfer freight from the Oregon Electric to the proposed East Side yards of the Hill system, but such a move is viewed as impracticable with the present construction features of the dock.

WOMEN SHOULD BE PROTECTED

The Owl Drug Co. Guarantees to Relieve Your Rheumatism.

We are pleased to inform the residents of Portland that we now have in stock "Nurito," a physician's prescription, free from Opiates and Narcotics, and guarantee to relieve all sufferers from Rheumatism, Sciatica and Neuritis, or refund your money. Investigate this offer. Call to see us and let us explain the merits of this remedy, which we are satisfied will banish all rheumatic pain, no matter how long you may have been afflicted, and the swollen joints brought back to their normal condition.

Don't be skeptical. We can and want to help you. Get a \$1 box of Nurito and be convinced.

MAGISTRAL CHEM. CO., N. Y., Mfrs.

Stomach Troubles
Diarrhoea
Dysentery
Cholera
Cholera
Sunstroke
Malaria

and all other Summer complaints can be prevented and relieved by

Duffy's Pure Malt Whiskey

the one remedy that has been used with continued success; the standard of purity and excellence since 1860.

Sold in SEALED BOTTLES ONLY by druggists, grocers and dealers everywhere, or shipped direct for \$1.00 per large bottle.

The Duffy Malt Whiskey Co., Rochester, N. Y.

WOMEN SHOULD BE PROTECTED

Against So Many Surgical Operations. How Mrs. Bethune and Mrs. Moore Escaped.

Sikeston, Mo.—"For seven years I suffered everything. I was in bed for four or five days at a time every month, and so weak I could hardly walk. I cramped and had backache and headaches, and was so nervous and weak that I dreaded to see anyone or have anyone move in the room. The doctors gave me medicine to ease me at those times, and said that I ought to have an operation. I would not listen to that, and when a friend of my husband told him about Lydia E. Pinkham's Vegetable Compound and what it had done for his wife, I was willing to take it. Now I look the picture of health and feel like it, too. I can do my own housework, hoe my garden, and milk a cow. I can entertain company and enjoy them. I can visit when I choose, and walk as far as any ordinary woman, any day in the month. I wish I could talk to every suffering woman and girl."—Mrs. DEBA BETHUNE, Sikeston, Mo.

Murrayville, Ill.—"I have taken Lydia E. Pinkham's Vegetable Compound for a very bad case of female trouble and it made me a well woman. My health was all broken down, the doctors said I must have an operation, and I was ready to go to the hospital, but I dreaded it so that I began taking your Compound. I got along so well that I gave up the doctors and was saved from the operation."—Mrs. CHARLES MOORE, R. R. No. 3, Murrayville, Ill.