

BRIDGE MAY TUMBLE DOWN AT ANY MINUTE

**Southern Pacific Expert Bridge
Engineers Declare Suspension
Bridge Unsafe**

CLOSED TO ALL TRAFFIC

**Pedestrians Still Crossing At Their
Own Risk—Cable Strands
Broken—Pontoon Foot-
Bridge.**

"The bridge is unsafe. It may go down any minute; it might last for two months as it is." That was the verdict of the Southern Pacific bridge experts brought to Oregon City Monday to inspect the suspension bridge and pass upon the plans for repairs made by J. W. Moffett and E. D. Olds.

Acting upon that opinion Commissioner Lewellen with the assent of County Judge Dimick closed the bridge to traffic Tuesday morning. A bar is placed across the entrance to the bridge and the floor planking is taken up for quite a distance at both ends of the structure. No rigs are allowed to pass over, but foot passengers are still using the bridge at their own risk. Some funny incidents are told of the closing of the bridge. A delivery wagon was marooned on the west side; several farmers and their rigs on this side. Several owners of family cows who take the animals across to West Side pastures each morning, complained bitterly this morning of the closing order.

The bridge experts approved of the tentative plans for raising the cables and putting steel caps on the towers. This work will be proceeded with as soon as the lumber for the false work around the towers arrives. It is expected in the morning. Heavy iron tie straps have already been put on to hold the cables together when they are lifted from the towers. Some masonry work for foundation of the tower false work on the west side will have to be done.

Cable Strands Broken.
The uncovering of the up stream cables anchored by Burmeister & Andresen's store shows that for a space of about two feet many strands are broken in two. Mr. Lewellen says the strands don't appear to have been rotted through, but when the tar is scraped off, a number of strands are completely broken in two.

Wm. Andresen says iron water pipes back there for his building kept rotting until they finally had to put in lead pipes.

**PANTOON BRIDGE
FOR MILL WORKERS**

The paper mills will at once put a pontoon bridge across from the west side to the O. R. & N. docks for use of the mill employees. It is expected this bridge will be completed by Wednesday evening.

Logs will be wired together and anchored across the stream and a deck laid on top of them.

FREE FERRY IS NEEDED.

How long will the suspension bridge be closed to traffic? is the question of most concern in Oregon City business circles. If teams will not be allowed to cross for several months, it is the unanimous opinion a ferry should be started at once, and the majority of those seen by a representative of the Star Wednesday forenoon were of the opinion it was the duty of the county court to provide the ferry and for its operation.

If a ferry is put on, it is likewise the general opinion it should be a free ferry.

An impression prevails around town that as far as team traffic is concerned the bridge will be closed for months. One of the best informed and conservative business men in town said he didn't expect to see the repairs completed before fall, and little or no use of the bridge this summer.

On the other hand, County Judge Dimick and Commissioner Lewellen, the latter of whom has charge of the bridge, say light traffic will be resumed in a week or two. "Just as soon as the false work is up around the tower, so we have a support for the cables to keep them from slipping, we expect to allow light traffic over the bridge," said Mr. Lewellen.

County Judge Dimick said the court had not considered the matter of establishing a ferry.

Mayor Caulfield said if there was any likelihood of a prolonged closing of a bridge, a ferry should be started by all means. That was the gist of the sentiment of the following who were seen by the reporter: C. D. Latourette, H. E. Cross, F. T. Barlow, Judge T. F. Ryan, W. A. Huntley, R. R. McAlpin, Wm. Andresen and Charles H. Caulfield.

"It is undoubtedly the duty of the county court to run a ferry," said ex-County Judge Ryan. "I am in favor of a called meeting of the board of trade to take up the matter at once," said W. A. Huntley.

F. T. Barlow, grocer, istypical of the business men. He is sending goods across the river by boat and has a man hired over there to deliver.

J. F. Montgomery, the expressman, managed to get his team across to the east side Wednesday morning. "First man to drive across the pontoon bridge," said Mr. Montgomery. "If he came across the pontoon, it is located 19 miles further down the river than I thought it was," said another man.

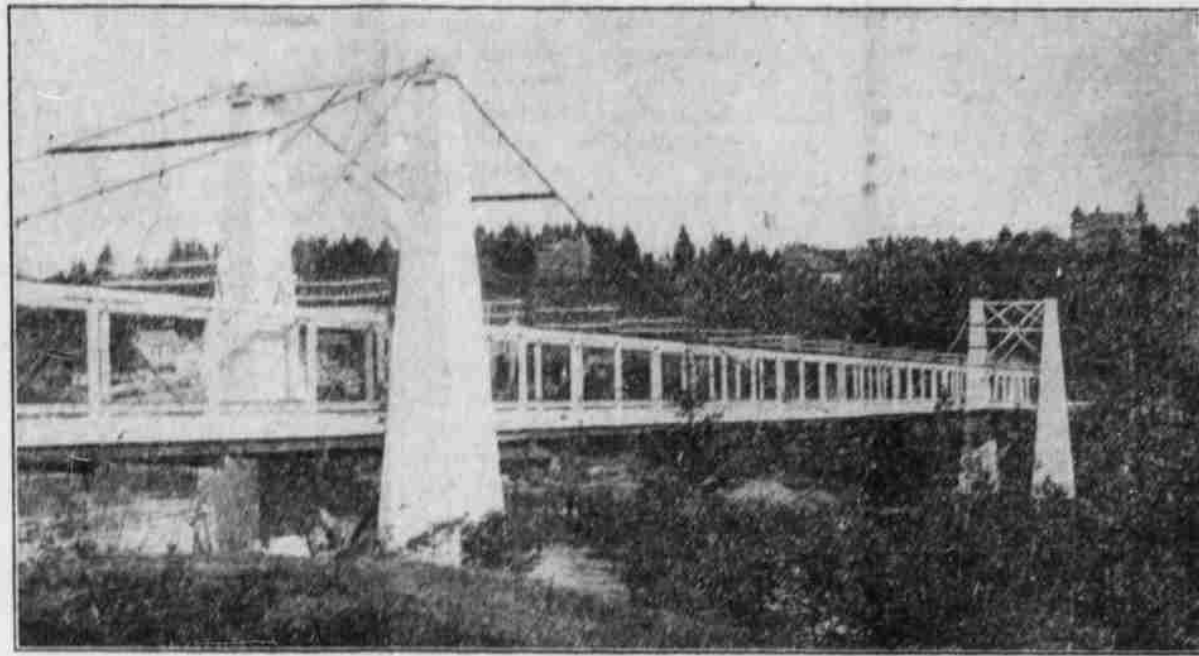
No Landings For Ferry.

"I am afraid it would be difficult and costly to provide landings for a ferry," said Mayor E. G. Caulfield. On this side it might land at the sand bar but it would be a hard pull up from there. On the other side the old ferry landing, or rather the approach to it, has been filled up with dirt and trash. Mr. Caulfield is going over to examine it.

The Last Ferryman.

Charles Bolds of Milwaukie, who operated the last ferry at Oregon City, was in town Wednesday. Mr. Bolds is a pioneer of 1845, and is now well up in years. He resides at Milwaukie

SUSPENSION BRIDGE NOW CLOSED TO TRAFFIC.



The main trouble with the bridge is located on the top of the tower nearest to you as you look at the picture. The saddle on which the cables pass over the top of the tower has sunk down through the iron plate and into the rotten logs that criss-cross at the top of the up-rights of the tower. It is the plan to build false work around this tower to give secure foundation for jacks to lift the cable off the saddle. The criss-cross logs will then be replaced by short steel beams and surmounted by a heavy steel plate.

with his daughter, H. E. Cross of this city is his step-son.
Mr. Bolds' ferry was run by strong arm power applied to long sweeps. The last trip was made the day the suspension bridge was opened.

**DEEPER THEY GO
CABLES ARE WORSE**

The excavation of the cable anchor by the rear of Burmeister & Andresen's store is not completed. The deeper they go the worse they find the cables. The two or three feet of bad place uncovered yesterday has grown to five or six feet and the end is not in sight. So many strands of the center cable are rotted, broken and splintered at one place it looks as if a light tap would cause the cable to fall apart.

Lumber for the tower false work had not arrived at 2 o'clock Wednesday, making more delay in beginning work. Every effort will be made by Contractor Olds to hurry the repairs. The remark of Mr. Lewellen regarding the time when light traffic would be allowed on the bridge was made with the proviso that no delays were encountered because of non-arrival of material. The foot-bridge is ready for use of employes of the mills.

**WILL LAY INSTITUTE
CORNERSTONE MAY 25**

**DATE SET BY FATHER HILLE-
BRAND—GOVERNOR AND
OTHERS COMING.**

Work on the McLoughlin Institute is progressing rapidly, and Father Hillebrand hopes it will be completed enough for the laying of the corner stone by May 26. The laying of the corner stone will be an event long to be remembered in this city, as several prominent men of the state have expressed their willingness to be present.

Archbishop Christie will have charge of the dedication and will deliver an address. Senator Gearin will also give an oration, and if things go as planned, Governor Chamberlain will also be present.

The school will be ready for occupancy by the opening of the new term next September. At present the pupils are very much crowded, and the teachers are forced to turn away pupils on account of the lack of accommodations.

**REED ASKS \$5000
FOR ALLEGED LIBEL**

Papers in a \$5000 libel suit will be filed tomorrow in the circuit court. Mayor J. W. Reed of Estacada says he was damaged to that extent by John R. Cassidy et al, who brought the recent suit to enjoin the street improvements in that village. In the complaint filed in that suit it was alleged that Lindsley was acting for Reed, who was the real party in interest in the contract. This allegation is the basis of the libel suit. Dimick & Dimick are Reed's attorneys.

Mrs. J. D. Renner is seriously ill with bronchial pneumonia.

**VAN DUSEN DENIES
WEBSTER'S REPORT**

**MASTER FISH WARDEN SAYS DEP-
UTY WAS INSUBOR-
DINATE.**

Salem, May 8.—In his report to the Board of Fish commissioners for April, Master Fish Warden Van Dusen explodes the theory advanced by former deputy warden H. J. Webster of Oregon City, to the effect that hundreds of small fry are devoured by the Dolly Varden trout and white fish as they are released from the hatchery, and that hundreds of small fry are killed by passing through turbine wheels at Oregon City. Van Dusen indirectly scores Webster and accuses him of deliberately contriving to obtain records with which to verify his alleged cross contention for the purpose of maligning the reputation of his superior officer.

Webster based his statement that hundreds of thousands of small fish are devoured on the strength of examinations made at the McKenzie river hatchery where he says he caught eighteen fish, in the stomachs of which he found from 9 to 182 young fry or an average of 62 fish.

Van Dusen produces an affidavit from other employes at the McKenzie hatchery to the effect that dead fish and offal were fed to the fish for several days prior to the arrival of Webster. The streams were swollen by

freshets and the troughs were let out into the supply stream above the hatchery, which was filled with thousands of dead fish. Two days later former superintendent Talbert and Webster caught the fish from which the examinations were made.

Van Dusen's men are of the opinion that the fish were dead when devoured.

In regard to the fish being killed by the turbine wheels, affidavits were presented from the men who installed the wheels of the Willamette Pulp & Paper company mills stating that the openings in the wheels were large enough for the fish to go through and no dead fish were ever found in the wheels.

**WOOLEN MILLS
SUSPEND WORK**

The woolen mills were forced to close down Wednesday forenoon on account of the scarcity of water in the flume. This scarcity is caused by the dam that is being constructed by the Portland Railway, Light and Power company across the basin just above the intake of the flume.

The mill will be closed till Monday, or possibly longer, in order to allow carpenters time to extend the flume about two hundred feet further up the river. The flume, which was built after the high water last winter, seems to be having more than its share of bad luck, scarcely a week passing without there being a mishap of some kind to the waterway.

MEN WILL CLEAN UP

**Mount Pleasant Males Will
Renovate Suburb While
Women Serve Dinner**

ROAD IMPROVEMENTS

**Judge Dimick and F. A. Miles Tell of
County Road Building at
Meeting of Hustle
Club.**

The Mt. Pleasant Improvement club held its second enthusiastic meeting at the school house, Tuesday evening. Judge G. B. Dimick was present and gave a very highly appreciated talk to the club, full of practical information. He spoke of roads and road-building and different kinds of roads in the county and lent much encouragement to the improvement club of Mt. Pleasant. F. A. Miles also made some remarks that were listened to with interest.

Mrs. C. Pearly Andrews read a well prepared paper on civic improvement, outlining the natural beauties of Mt. Pleasant and showing the bright prospects in view for the development of that part of Oregon City under the work of this organization.

There were between 40 and 50 present and several new members, all men, were admitted into the organization.

There will be an all day meeting Saturday, known as clean-up-day, when the men will devote the day to a general cleaning of that section of the country and the women will serve dinner at the school house at noon.

Tuesday evening of next week, there will be a special meeting at the school house to discuss the work that has been accomplished and also future plans.

The club is starting out with flattering prospects and certainly has a worthy object.

WILL INSPECT JACK'S BRIDGE.

The county court has been asked by the Marion county court to meet at Jack's bridge at Marquam Friday. That is a joint bridge of the two counties, and is very old and unsafe, and needs to be replaced. County Judge Dimick and Commissioner Killen will go to Marquam, but Commissioner Lewellen cannot go as he is in charge of the suspension bridge repairs.

**IF YOU
TOUCH
your tongue to
ALUM**

and look in the glass—you will see the effect—
You can't help puckering—it makes you pucker
to think of tasting it.

By the use of so called cheap Baking
Powders you take this puckering, injurious Alum
right into your system—you injure digestion,
and ruin your stomach.

AVOID ALUM

Say plainly—

**ROYAL BAKING
POWDER**

Royal is made from pure, refined Grape Cream of Tartar—Costs more
than Alum but you have the profit of quality, the profit of good health.



WANTED

Farms to be listed with us.

WHY?

BECAUSE

We advertise extensively.
That gives us a market.

BECAUSE

We have many inquiries.
That gives us customers.

BECAUSE

We go after business.
That helps us to sell your farm.

BECAUSE

We are wide awake.
That brings quick returns for you.

Cooper & Co.