

FEW BRIDGES OPEN

Nearly Three Miles of Them Closed as Unsafe.

EARLY RELIEF IS IMPOSSIBLE

Only Means of Securing Money to Rebuild or Fill Bridges Found in New Charter—Cost Will Be Fully \$150,000.

Nearly three miles of the bridges and elevated roadways by which the business center of Portland is connected with the residence suburbs are in such bad repair that they have been closed as unsafe for traffic and people have to make long circuits to get around the breaks in the lines of communication. The few bridges which remain open are in such a condition that unless repairs are soon made, they will also have to be closed. The city has no funds to pay for repairs or rebuilding, and the present city charter makes it practically impossible to have any done at the expense of the property-owners. There is no prospect of relief until the new charter is adopted by the Legislature. Then the city will have enlarged powers to levy taxes and of having improvements made by the creation of local improvement districts. This, in a nutshell, is the situation with which the city is confronted, and to which attention was recently called by the collapse of the Marquam-culvert bridge Monday afternoon.

Almost all of the bridges and elevated roadways by which the streets are connected with the suburbs and bottom lands which parallel the Willamette River and across the many deep gulches which cut the higher lands, have been condemned by City Engineer W. C. Elliott. Most of them were built from 15 to 20 years ago, during the period of the rapid growth of the city. They began to get out of repair about the time of the panic during the years 1890-1892, and followed no funds were available to repair them. Moreover, they were not absolutely unsafe and could be kept passable by a little patching from time to time. But this makeshift policy has been continued until they have come from bad to worse and finally have come to grief all within a short time. One by one they have been closed. For safety and to avoid risk to life, limb and property until now only a few remain open, and they are in a decidedly rickety condition.

Bridges That Are Closed.

- The records of the City Engineer's office show that the following bridges have been closed: Larrabee street, across Montgomery gulch, 400 feet long, 40 to 50 feet high, main bridge to Lower Albina. Williams avenue, between Broadway and Washington, 220 feet long. Holladay avenue, crossing Sullivan's gulch, torn down because in danger of falling over O. R. & N. Railroad, 200 feet long. Grand avenue, between East Everett and East Olman street, 350 feet long, 75 feet high. East Oak street, between Water and East Third, and between Union avenue and East Third, about 1300 feet. East Stark, between Grand avenue and East Seventh, 1800 feet. West Washington street, from Water to Union avenue, 1040 feet. Belmont street, from Ninth to Tenth, 200 feet. East Ankeny, from East Second to the river, 750 feet. East Ash, between Second and the river, and between Twenty-second and Twenty-third, 920 feet in all. East Third, from Washington to Oak, 520 feet. Alder street, from Seventh to Eighth, 250 feet; closed November 1. Belmont, from East Water to Union avenue, 600 feet. Union avenue, portions all the way from East Oak to East Madison streets, about 2000 feet. East Clay street, from East First to East Third, 820 feet long. All these, except East Washington, East Stark, East Oak, Union avenue, have been closed by Mr. Elliott. Eleventh Street, between Pettigrove and Quimby streets, about 350 feet, closed November 1. Alder street, between Lewandale and Washington streets, about 400 feet. Sixteenth street, between Morrison and Washington, about 460 feet. First street, between Sheridan and Meade, and between Wood and Gibbs, about 700 feet. Second street, between Gaines and Abernethy, about 300 feet. Corbett street, between Porter and Grover, about 250 feet. Grand walk on Willamette Heights bridge, along north side, 410 feet long and 110 feet high. Second street, from Sheridan to Arthur, 400 feet. This makes a total of about 15,350 linear feet of street, of which the public is deprived of use. Against this formidable list it is to be set only a short list of bridges and roadways which are still open. These are:

Few Are Still Open.

- East Morrison, from the river to Union avenue, and from Eighth to Ninth. Union avenue, over Sullivan's gulch. Grand avenue, between East Everett and East Eighth street, from East Grant to East Caruthers. East Twelfth, from Pacific to East Irving. Grand avenue, between Porter and Grover streets, Corbett, between Curry and Gaines. Front, between Porter and Grover, and between Caruthers and Arthur. Chapman, between Taylor and Salmon; also between Morrison and Washington. Thurman, between Twenty-ninth and Thirty-first. Seventeenth, from Marshall to Twelfth. Norfolk, from Eighth to Twelfth. Short stretches on Avenue C street, aggregating about 1500 feet, which are being filled in.

No Prospect of Early Relief.

There is no prospect of relief from this practical blockade to communication until next Spring at the earliest. That for the entire year with about \$100,000 in the bridge fund and this amount was doubled by the transfer of an equal sum from the general, but even \$200,000 was a mere drop in the bucket, as compared with the great amount of work in sight. The fund is already about exhausted and there is no money available for bridge repairs except the small amount which can be expended by the regular street gang from the repair fund under the direction of the Board of Public Works. Estimates have been prepared by City Engineer Elliott of the cost of rebuilding the bridges, and they range all the way from \$4 to \$18 a linear foot, varying according to the width and height of the bridge to be built. Taking the mean between the two extremes as the average, this means that it will cost at least \$150,000 to rebuild the bridges. But the city has already entered upon the work of filling the gulches and lowlands spanned by the dilapidated bridges, in order that there may be an end to the work of bridge building. Filling costs from 10 to 25 cents a cubic yard, according to the distance from which the dirt has to be brought. Whenever an excavation is made on private property and the owner desires to find a place to dump the earth, one of the old bridges is designated, but many property-owners can get paid for earth by owners of low land. However, the East Morrison roadway from East First to Union avenue and Belmont street has been partly filled.

Provisions of Charter.

The provisions of the present charter in regard to payment for such work by local improvement districts renders it practically impossible to have it done in this manner. These provisions are as follows: Section 138. In case where an elevated road or bridge shall be included in a street

FATTENED ON STUBBLE

FINE LOT OF STEERS YESTERDAY RECEIVED IN PORTLAND.

Nutritious Grain and Straw That Would Otherwise Go to Waste Turned to Finished Beef.

One hundred fine steers came down from Eastern Oregon yesterday. Two carloads were stopped at Troutdale, and the others came through to Portland. Though they were designed for shipment to Puget Sound, the Union Meat Company, by adding up the price slightly, induced the Stockyards Company, which handled them, to return another carload to Troutdale. The other carload will go through to C. Bergheim, of Tacoma, who bought them for 45 cents a pound. E. Willard, of La Grande, sent these animals to the Portland stockyards for sale. Mr. Willard bought them in the Wallowa Valley last summer, fattened them on the stubble fields of the Grand Ronde Valley since about September 15. Most of them are 2-year-olds, but there are a few short-aged 3s among them. The average weight of the animals as they came from the cars, after a ride of 250 miles, with all the shrinkage such a trip

GETTING AWAY FROM HOME

The Spirit of Restlessness and the Desire for Change.

London Spectator. Judging by a good deal of the conversation of the present day, there are a large number of people who have a positive horror of home. This curious revulsion of feeling is taken by many persons as a sign of deterioration. For our own part we find it difficult to take it quite seri-

FINE LOT OF CATTLE FATTENED ON STUBBLE.

ously or to see it in anything more than a passing whim. Nobody nowadays likes monotony. Change is what people desire—not perhaps any great change; but lots of small changes; not necessarily for the better, but for their own sake. Now, there is a great sameness about one's four walls, and a desire to get away from home at times an overpowering desire to look at something else. We cannot change the patterns or the pictures on them every day, and neither they nor the home furniture ever seems to alter in expression.

Again, there is a terrible sameness about one's own cook. Experience enables us to foretell the taste for everything at home, from the soup to the savory, if we are rich, and from the mutton to the cheese, if we are poor; whereas, if we dine at a restaurant everything is new. The bridge was old and swerving, and declared dangerous should not be held guilty of trespass. Mr. Elliott had stated that the collapse was due to a loaded wagon, and that the wagon had been driven to a house within the barricade. "I do not believe the city is entitled to any damages," said Richard Williams. We are very fortunate in escaping as we have. The bridge was old and swerving, and it is lucky that it did not fall against any of the houses which were built on its sides, topple them over and cause loss of life. The improvement of falling street was ordered readvertised. The lowest bid was \$274, while the Engineer's estimate was \$314. The bid for the improvement of Taylor street was laid on the table, as it was considered too high. The sum was \$10,654, while the estimate of the Engineer was \$218. The improvement lies between East Water street and Union avenue, and requires a fill in places. Mayor Williams called attention to the condition of the Madison-street sewer, which was clogged by the driving of the piles in the improvement of the Madison-street bridge. The City Engineer was instructed to look after the work and to present a bill to the county, as the damage had been caused by the county's employees in making the improvement. The improvement of Quimby street, against which L. Goldsmith protested at the last meeting, was accepted. A representative of the contractors, Smyth & Howard, stated that the rock and screenings were of the best quality, and what ever fault there was to be found with the city, which controlled the rolling. Mr. Elliott said the street had been properly laid. A communication was received from the Board of Police Commissioners, asking that, when the Columbia Telephone Company lays its wire underground, it be required to give the same service to the police as is now given by the other company. It was laid over. A remonstrance was received from J. J. O'Neil, against the proposed improvement of Sawyer street, between Ninth and Twelfth, and was referred to the City Engineer. Bids for street improvements were opened as follows: Twelfth street—Smyth & Howard, \$3629 21; J. R. O'Neil, \$248 11; M. J. Conley, \$1999 62. Sherman street—Smyth & Howard, \$738; J. R. O'Neil, \$329 85; Engineer's estimate, \$170. The bids were referred to the City Auditor for examination. The award of the contract for the improvement of Vancouver avenue was laid over on account of a remonstrance which was filed by William Sheehy, the North-City Securities Company and others. The remonstrants asserted that the cost was too high. The contractors were charging \$8 per cubic yard for gravel, while the gravel could be procured at \$1.64. By postponing the award, the city would be able to give better terms than it is now able to give. Superintendent Donaldson, of the street-cleaning department, reported that a cart had been run into by a car on the Madison-street bridge. The total damage was \$15.50, and he was instructed to send a bill for that amount to the Oregon Water Power & Railway Company.

MANUFACTURERS' ASSOCIATION ELECTS OFFICERS

W. H. Morrow, President. C. H. Melsness, Secretary. Directors of the Manufacturers' Association last night elected the following officers for the ensuing year: President—W. H. Morrow. Vice-president—R. J. Holmes. Treasurer—V. H. McMonie. Secretary—C. H. Melsness. All these officers, except Mr. Holmes, served in the same capacity last year. The subject of lower distributive freight rates to the interior country was the supreme topic of discussion. The association will endeavor to enlist the support of all commercial bodies in the Northwest in a movement for more favorable rates on the railroads. Devers, Fletcher, Linn, D. M. Dunne, O. E. Helms, John Montag and E. H. Kilham.

MERRY STORY.

The Latest Number Just Arrived From San Francisco. It seems not to matter how often a story is told, if it is good, and has facts that are indisputable. It takes with the public. The latest number of Mormon Bishop Pills, every boy telling the story of relief from the effects of liquor or tobacco habits, and all other excesses that are injurious, is only another proof that they are in great demand, and that they are being sold by S. G. Skidmore & Co., Portland, Or. The Sultan of Turkey and the Queen of the Netherlands are said to be the only total abstainers among European sovereigns.

HAS SAME OLD TROUBLE

BOARD OF PUBLIC WORKS DISCUSSES BRIDGE PROBLEM.

Cannot Find Solution and Gives It Up—Street Improvement Bids Declared Too High.

Between the bridge and the street improvement question, the Board of Public Works put in a gloomy two hours yesterday afternoon, and at the conclusion of a long discussion the members found themselves where they were a week ago—with bridges to build and without the means to build them. A few additions were made to the list of the board's difficulties by the diligent City Engineer, who gave notice that he had closed the bridge on East Alder street, between East Seventh and East Eighth, and also one on Eleventh street, near Quimby. He also gave notice that the bridge over East Morrison street, between East Eighth and East Ninth, where a disastrous street-car accident occurred six years ago, was in a bad condition and should be repaired at once. The Willamette Heights bridge of the Portland Railway Company was also reported unsafe, and if the company does not make repairs at once, he was in-

ONE ORDINANCE FAVORED.

Common Council Allows Car Line to Cross Streets.

Three ordinances were before the committee of the whole of the Common Council last night, and one of them received a favorable recommendation, while the two others were postponed. The three were the application of the Oregon Water Power & Railway Company to cross streets between East Lincoln street and Linn avenue, which was adopted, with amendments; the application of the same company for a franchise on East Water

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- Larrabee street, across Montgomery gulch, 400 feet long, 40 to 50 feet high, main bridge to Lower Albina. Williams avenue, between Broadway and Washington, 220 feet long. Holladay avenue, crossing Sullivan's gulch, torn down because in danger of falling over O. R. & N. Railroad, 200 feet long. Grand avenue, between East Everett and East Olman street, 350 feet long, 75 feet high. East Oak street, between Water and East Third, and between Union avenue and East Third, about 1300 feet. East Stark, between Grand avenue and East Seventh, 1800 feet. West Washington street, from Water to Union avenue, 1040 feet. Belmont street, from Ninth to Tenth, 200 feet. East Ankeny, from East Second to the river, 750 feet. East Ash, between Second and the river, and between Twenty-second and Twenty-third, 920 feet in all. East Third, from Washington to Oak, 520 feet. Alder street, from Seventh to Eighth, 250 feet; closed November 1. Belmont, from East Water to Union avenue, 600 feet. Union avenue, portions all the way from East Oak to East Madison streets, about 2000 feet. East Clay street, from East First to East Third, 820 feet long. All these, except East Washington, East Stark, East Oak, Union avenue, have been closed by Mr. Elliott. Eleventh Street, between Pettigrove and Quimby streets, about 350 feet, closed November 1. Alder street, between Lewandale and Washington streets, about 400 feet. Sixteenth street, between Morrison and Washington, about 460 feet. First street, between Sheridan and Meade, and between Wood and Gibbs, about 700 feet. Second street, between Gaines and Abernethy, about 300 feet. Corbett street, between Porter and Grover, about 250 feet. Grand walk on Willamette Heights bridge, along north side, 410 feet long and 110 feet high. Second street, from Sheridan to Arthur, 400 feet. This makes a total of about 15,350 linear feet of street, of which the public is deprived of use. Against this formidable list it is to be set only a short list of bridges and roadways which are still open. These are:

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