

WILL YARDS BE SEEN FOR BRIDGE

Port of Portland Commission Will Make Inspection by Steamboat.

CONTENTION OF RAILWAY

North-Bank Road Shows Why the Swan Island Crossing is the Best Place to Span the Willamette River.

To study the Swan-Island bridge question, members of the Port of Portland Commission will examine that part of the river from a steamboat in a few days, accompanied by river pilots who are opposed to allowing the bridge at Swan Island, or want it built 60 feet above low water, and by engineers of the North Bank road, which seeks an inlet to Portland at that point.

The commission will then hold a conference with the pilots and representatives of the railroad. This meeting was expected for today, but Chairman Pease, of the Commission, said last night that it would not be held for several days.

Will Submit Report.

At the meeting, the railroad will submit a report setting forth that the Swan-Island site is the best, not only for its own interests, but also for those of navigation; that 44 feet above low water is as high as the road can afford to build its bridge and that 60 feet would be prohibitive. The report has been prepared by R. L. Crosby, principal assistant engineer, Vancouver-Portland bridge, and N. D. Miller, chief engineer of the road.

The railroad plans to establish a big freight yard north of Guild's Lake, at the western end of the bridge, owing to the inability of present freight yards to handle its traffic. The only ground available for the new yards is that which the road has selected.

Track Free of Curvature.

To the new yards, the railroad seeks a track free of curvature and heavy grades. The Swan-Island bridge will afford that kind of track, but a bridge nowhere else will do so, if further down stream, extreme curvature would result, which the road has avoided at high expense all the way from Kennewick.

And if the bridge were raised to 60 feet above low water, this would cause a heavy grade on the western approach, amounting with curvature to eight-tenths of one mile, which could be four times as heavy as the maximum grade on the railroad.

Report of the Railroad.

The report of the railroad follows: At the hearing before the commission, on Tuesday, January 16, with regard to the proposed bridge of the Portland & Seattle Railway across the Willamette River in the vicinity of the drydock, it was urged upon the commission that the railway company be required to give clearance under its bridge above low water of 40 feet, in order to accommodate what is known as the "mosquito fleet," and more particularly the boats employed in towing logs.

The reason advanced for this being that it would be dangerous for these towboats to attempt to take a raft of logs through the bridge if they were limited to the tow draw openings which are 20 feet in the clear.

It is claimed by the parties who urged this requirement upon the commission that the additional grade which would be required on the railroad would not be any particular disadvantage, as it would not be excessive.

Presents Its Statement.

In answer to the claims made by these parties, the railway company presents the following statement: First, as to the question of danger to the tow of logs: It would hardly seem that this point was well taken, in view of the fact that the opening provided is 45 feet greater than at any other bridge on the Willamette River through which these towboats are taken every day, and in a location of logs bridge has to be passed at a different angle, and where there is more room than enough between the two bridges for the boat to get her tow of logs straightened out before reaching the bridge, whereas in the case of the bridge proposed, there is a straight run for the bridge for nearly a mile, and half below, and it would seem as though there should be no difficulty whatever in a boat going through either one or the other of the two openings.

Would Give Temporary Relief.

Even if the bridge was raised to the height requested, it would only accommodate the boats during a portion of the year, as whenever the water is high in either the Columbia or Willamette River they would be unable to pass under the bridge.

With regard to the statement that the increase in grade required would not be a serious inconvenience to the railway company, it is to be considered that this company is spending a very large amount of money to obtain an entrance to the city of Portland, and is 0.2 of a mile from Pasco to Portland, and is 0.2 of a mile from Pasco to Portland, and is 0.2 of a mile from Pasco to Portland.

Tract for Freight Yards.

Your commission will understand that in order properly to handle the business it is necessary to provide a large tract of land, suitable for the purpose of laying out a yard in which the freight trains as they are brought in, are broken up for purposes of switching to the various industries in the city, and in which also the trains can be made up for departure from the city. Reference to the map will clearly show clearly to the commission, who are undoubtedly familiar with the condition of the banks of the Willamette River and the country adjacent thereto, that there is no body of land which is available for the purposes of a yard lying south of the connection that is shown between the proposed line of the Portland & Seattle and the present Northern Pacific tracks.

Would Require Big Fills.

The line as now located with the maximum grade reaches the grade of the present Northern Pacific track at about the point of connection, which is above the high water of 1854, and it will be of course, necessary, as a matter of safety,

that the yards be kept above the elevation of that high water.

You will see that if the bridge is raised to an elevation of 60 feet above low water a connection with the present Northern Pacific tracks could not be made until the foot of Simons street, in the City of Portland is reached, and that this would require an embankment across Guild's Lake averaging 20 feet in height, with a maximum height in places of nearly 40 feet, and over what is known as the bridge like an average fill of over 45 feet, and over what is known as Doane Lake a fill of 60 feet. The enormous quantity of material required to make this embankment can be imagined.

As at present located the ground that would be available for a yard between the proposed location and the present Northern Pacific main line will have to be filled an average of less than ten feet, excepting the most southerly portion, which for a short distance might require an average of 15 to 20 feet. If the higher grade line which runs out at Nineteenth street is used, to use this same property for yard purposes would require an additional fill over the entire length of over 20 feet.

Would Exceed Maximum Grade.

As the line is located, this terminal yard will have to be raised sufficiently in order to reach it on the maximum grade so that it will be itself on a grade of 0.2 per cent, sloping towards the south. A slight grade of this sort is not a fatal objection, but if instead of carrying out the maximum grade the track was carried down from the proposed elevation to the grade of the Northern Pacific track near the south end of the proposed yard and the yard built on that grade, it would then require a grade through the entire yard of 0.5 per cent, or three times the maximum grade which would require to be heaped out over a grade of three times the maximum of the Portland & Seattle Railway. It would be of the question to raise the yards to any such extent or to adopt any such grade, if, as would be necessary, the yard was kept down to the present proposed elevation with a grade of 0.2 per cent, to reach it from the proposed elevation of 60 feet above low water would require a grade of 0.8 per cent. In case there should be misunderstanding with regard to figures shown on the profile, where 0.2 is shown, we will explain that the resistance due to the curvature at this point makes up the balance of the 0.2 per cent. This grade would be four times the maximum of the Portland & Seattle Railway, and would mean that a given engine could pull less than 20 per cent of its train over that grade as compared with what it could pull on the balance of the road.

What the Profile Shows.

Reference to the profile will show that the adoption of this higher elevation will also raise the grade north of the proposed crossing, and that, using the maximum grade of 0.2 per cent, it will not intersect with the present located grade line until it reaches a point nearly 2 1/2 miles north of the mouth of the bridge, at the end of the embankment between the north end of the bridge and the hill at St. Johns, and that it will average 60 feet. You will also notice that the grade through the hill will be raised very materially, reducing the amount of earth which will be available for the embankment on the north side of the Willamette and also on the bottom of the Columbia River north of the cut and for the large amount of filling necessary on the south side of the Willamette for the embankment and yard.

It would appear to us that the commission can clearly see from the foregoing statement that any action on their part placing the bridge at such an elevation would be practically prohibitive.

Respectfully submitted, HEN. L. CROSBY, Principal Assistant Engineer Vancouver-Portland Bridge, N. D. MILLER, Chief Engineer Portland & Seattle Ry.

JOINT RATES FOR SOUND

TACOMA AND SEATTLE COMPETE WITH PORTLAND.

O. R. & N. Gives Those Cities Same Tariff Into Eastern Washington.

Joint rates on merchandise from Tacoma and Seattle to all points on the O. R. & N. in Eastern Washington, and joint rates on hay, barley, and oats to Tacoma and Seattle from all Eastern Washington points on the O. R. & N. line have been decided upon and will be made effective on February 1 by the freight department of the Harriman line.

These rates are made in connection with the Southern Pacific's new schedule, which will affect the entire O. R. & N. territory in Eastern Washington.

These new rates are the same as those now apply from Portland to the territory, and will allow the Puget Sound cities to enter the jobbing field on an equal footing with Portland in what has heretofore been Portland territory.

Similar tariffs in connection with the Great Northern are in course of preparation, and it is hoped by the freight department of the O. R. & N. to put these into effect on the same date with the other innovations.

The new rates are the final result of the agitation that has been carried on by the shippers of Puget Sound for so long, and which agitation has been championed by the Washington State Railroad Commission. They divide what has heretofore been practically Portland territory into three sections, the Puget Sound, the Tacoma and Tacoma territory, and the whole sale districts of those cities, while it acts in the reverse with Portland. The Portland jobbers will have active competition in the intermountain field, where before this time they have had no more than passive opposition.

EARTH CAVES ON WORKMAN

A. TAUFEST HAS NARROW ESCAPE FROM DEATH.

Rescued by His Brother and Two Firemen, Who Hastily Dig Him Out.

A large crowd of men, women and children stood with bated breath for half an hour yesterday afternoon on vacant lot at Sixteenth and Alder streets, while M. A. Taufest worked desperately 30 feet underground to dig his brother out from a heavy cave-in. Assisted by Captain Elliott, of Truck No. 2, and Captain Delaney, of Engine No. 2, of the fire department, and Patrolman Venable, the man whose life was despaired of was lifted out and he was saved.

It was 30 minutes of awful suspense for the man under the crushing weight and for the brother who was working so desperately to save his life. Although the exact extent of the injuries is not known, Assistant City Physician Spencer states that he believes there will be no serious results. The victim's head and left arm were bruised, but he is believed to be in good condition otherwise.

The Taufests were engaged in digging to locate a sewer that empties into the Tanner-Creek drain at that point, and had a large hole bored to a depth of about 30 feet. While they were working at 4:20 o'clock, yesterday afternoon, the banks suddenly caved in, burying A. Taufest. His brother spread an alarm, and firemen and police officers responded promptly. While they worked to save the life, hundreds gathered to witness their efforts, and remained until the victim was taken out and conveyed to the Pleasanton Hotel, Third and Columbia streets.

TO CURE A COLD IN ONE DAY. Take LAXATIVE BROMO Quinine Tablets. Ask your Druggist for it. It will cure you. E. W. GROVE'S signature is on each box. 25c.

RANDS WON'T TALK

Refuses on Witness-Stand to Answer Questions.

WALLULA PACIFIC OFFICIAL

Hill Men Declare That Road Is Harriman Dummy, Purpose of Which Is to Block the North-Bank.

VANCOUVER, Wash., Jan. 22.—Adopting the tactics of well-known Eastern magnates who refuse to answer when trust inquiries are instituted, Senator E. M. Rands, of Vancouver, secretary of the Wallula Pacific, formerly the Columbia Valley Railroad Company, has declined to give the names of the owners of the road or the intentions of the stockholders in regard to its construction. In a suit now pending, in which the Columbia Valley is the plaintiff, and William McCready, a homesteader of Klickitat County, Washington, is defendant, in which the railroad company is suing for the performance of a contract, alleged to have been entered into some years ago between the corporation and the settler, and involving the transfer of a right of way across the McCready farm, Senator Rands has defied the authority of the courts to make him tell the secrets of the company, and while Special Commissioner Frank E. Vaughn, before whom the examination of Witness Rands was conducted, had not the power to commit the recalcitrant for contempt, a second hearing is expected to come up before Judge W. W. McCready, of the Superior Court, when Senator Rands is liable to be fined for contempt of court if he persists in his refusal to answer the questions put to him.

Backed by Hill Attorneys.

The homesteader, McCready, was represented by James R. Kerr, assistant general counsel of the Wallula Pacific, with offices at St. Paul and attorney also for the Portland & Seattle Railway, and A. L. Miller, local counsel at Vancouver for the Northern Pacific. Senator Rands was represented by Martin L. Pipes, of Portland, and it was upon the suggestion of his counsel that the witness remained mute. Mr. Kerr asked that the minutes of all the meetings of the board of trustees of the Wallula Pacific be introduced. This was declined by Secretary Rands, with the exception that he offered to exhibit the minutes of the meeting at which the line was located. Deeds for the right of way and the correspondence concerning proxies from the New York stockholders were asked for. Mr. Rands declined to produce them. Mr. Kerr wanted to know where the money came from to organize the corporation, but no answer was forthcoming to this query either. Secretary Rands was asked if the New York stockholders instructed him about the construction of the road. This remained unanswered.

Mr. Kerr asked the witness if there was a resolution of intent to build the road. As to all these pertinent questions Senator Rands returned the stereotyped answer that he declined to answer for the present, upon the advice of his counsel. Mr. Kerr wanted to know if the Wallula Pacific had any authority to go through the military reservation at Vancouver Barracks. Secretary Rands also refused to answer this.

Gerlinger Not Disturbed.

L. Gerlinger, president of the Wallula Pacific, views Senator Rands' action with equanimity. "Rands could not tell me owns the road if he wanted to," he declared. "He does not know who owns it." There are a score of other railroad men who, although not so near as working affairs of the mysterious Wallula Pacific, claim a closer knowledge of the road than their own officers.

"There is nothing to Rands' say railroad to build anywhere, and is maintained for the sole purpose of delaying the construction of the Portland & Seattle. That it cannot really prevent the new road is assured, but it can doubtless obstruct construction of the north-bank line and postpone its entry into Portland."

"The men whose names appear behind the Wallula Pacific could not build a wheelbarrow track through Vancouver on their own resources," declared a Hill official, but it is conceded that his personal feeling lent itself to hyperbole.

Dummy for Harriman.

The consensus of opinion is that the mysterious road is a dummy, deftly worked by Harriman wires for purposes of guarding the rich territory so long monopolized by him to the last possible moment.

The surveys for the route of the Wallula road were made from Kennewick to Ilwaco, Wash., six years ago, under the name of the Columbia Valley. This corporation claims the right of way by virtue of contracts executed at that time with the owners of land along the projected route. Recently the properties were transferred to the Wallula Pacific, and it is said the thin disguise of the purpose of the road fell off, revealing a scheme of the Harriman people to block the entry of the Hill road. That it is to be used to wring concessions from the Hill forces in return for the removal of the obstacles to a speedy entry into Portland by Hill is said to be the covert purpose of the paper railroad. What these overtures will be, if this is the intention of the Harriman managers, has not been divulged, and no propositions have been made for an exchange of benefits, so far as known.

WOMEN WHO CHARM

HEALTH IS THE FIRST ESSENTIAL

It Helps Women to Win and Hold Men's Admiration, Respect and Love

Woman's greatest gift is the power to inspire admiration, respect, and love. There is a beauty in health which is more attractive to men than mere regularity of feature.



Mrs. Chas. F. Brown

To be a successful wife, to retain the love and admiration of her husband, should be a woman's constant study. At the first indication of ill-health, painful or irregular periods, headache or backache, secure Lydia E. Pinkham's Vegetable Compound and begin its use.

Mrs. Chas. F. Brown, Vice-President Mothers' Club, 21 Cedar Terrace, Hot Springs, Ark., writes:

Dear Mrs. Pinkham:—

"For nine years I dragged through a miserable existence, suffering with inflammation and female weakness and worn out with pain and weariness. One day noticed a statement by a woman suffering as I was, but who had been cured by Lydia E. Pinkham's Vegetable Compound, and I determined to try it. At the end of three months I was a different woman. Every one remarked about it, and my husband fell in love with me all over again. Lydia E. Pinkham's Vegetable Compound built up my entire system, cured the trouble, and I felt like a new woman. I am sure it will make every suffering woman strong, well and happy, as it has me."

Women who are troubled with painful or irregular periods, backache, bloating (or flatulence), displacements, inflammation or ulceration, that "bearing-down" feeling, dizziness, faintness, indigestion, or nervous prostration may be restored to perfect health and strength by taking Lydia E. Pinkham's Vegetable Compound.

AD. MEN HOLD SESSION

Plan to Increase Membership in the League Discussed.

The Portland Ad. Men's League held its regular semi-monthly session in the lower room of the Chamber of Commerce last night with a good attendance. The session was a business one, and some features of the by-laws were discussed with a view to improving the organization. It was decided that hereafter absent members might retain membership by the payment of \$1 a year, instead of 50 cents a month, as is now required, which is in accordance with the dues collected from resident members.

Short discussions of various phases of advertising were discussed by S. H. Friedlander, George Ester, R. M. Hall, chairman of the executive committee, who, in the absence of President H. C. Whitford, occupied the chair; C. J. Owen, Emil Held, R. Porter, Secretary Scott Bozarth and others.

It was decided that a campaign for new members should be begun, as it has been found there are many residents of Portland eligible to membership who have not been invited to join. Upon the suggestion of Mr. Estes, a novel plan will probably be adopted to lengthen the membership roll. On a certain day a man who has been selected as a desirable member of the league will receive a number of letters from members asking him to join the organization. In case he does not immediately sign an application, an equal number of other members will write to him on the day following, and each day he will receive numerous invitations to join. In case the appeals still go unheeded, it is proposed that each member write to the prospective Ad. Man on the same day, asking him to join.

Mr. Estes told his experience in organizing the telegraphers on the Southern Pacific some years ago, which he accompanied by this means, uniting the men from Portland to New Orleans. One man in Utah proved obstinate, and at last 100 letters were sent this operator on one day, asking him to join the union. The appeal failed, and Mr. Estes said he then wrote to the czar of Russia, asking him to write the man and ask him to join the union. Whether the czar ever did or not, Mr. Estes said he never learned.

Prompt relief in sick headache, dizziness, nausea, constipation, pain in the side, guaranteed to those using Carter's Little Liver Pills.

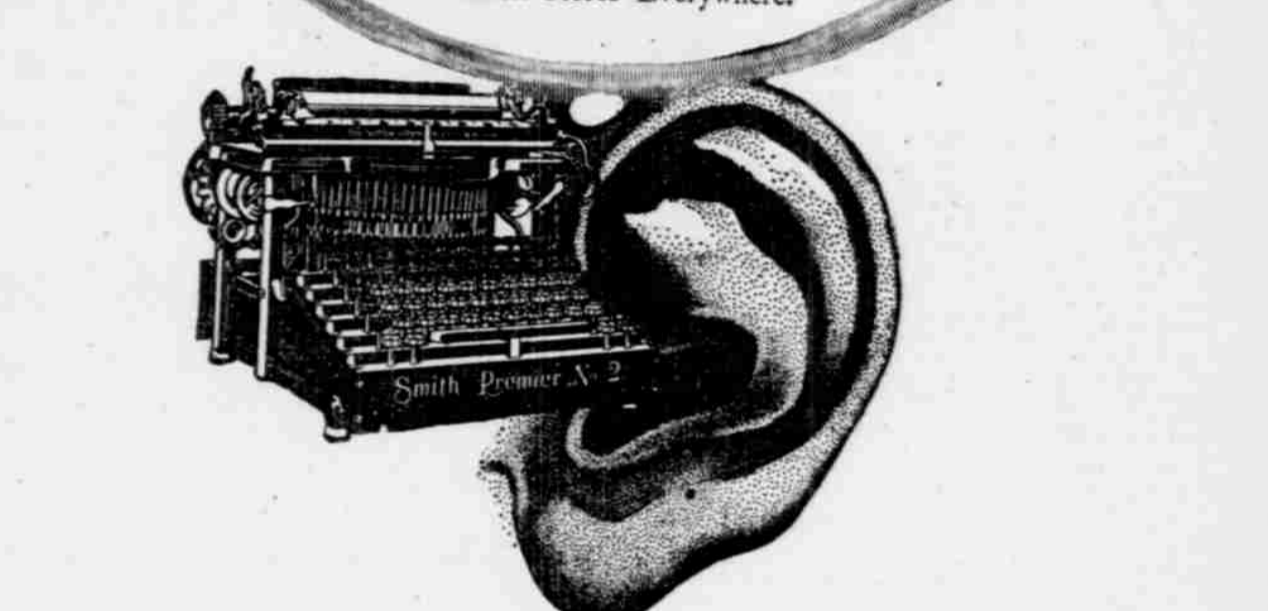
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APPEAL TO YOUR SENSE AND YOUR SENSES

The Smith Premier is the most silent typewriter on the market. The action is quiet; no shift key. Endorsed by mechanical experts.

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Prompt relief in sick headache, dizziness, nausea, constipation, pain in the side, guaranteed to those using Carter's Little Liver Pills.

Murine Eye Remedy Cures Eyes; Makes Weak Eye Strong; Soothes Eye Pain; Doesn't Smart.



Buy cigars of known value. No need to guess quality—to run chances—to depend on a dealer's recommendation—any more. You can know what you're getting before you give up your money. All the better kinds of cigars of every blend and price are now distinguished by the "A" (Triangle A) merit-mark on the box. This stands for new, scientific methods of tobacco cultivation and cigar manufacture introduced by the American Cigar Company which have wrought a remarkable improvement in cigars of every grade.

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is one of these brands. It is a new size in a cigar long famous for its good quality. Every smoker will perceive a remarkable improvement in flavor and aroma, an indescribable smoothness of blend, the results of the new way of cultivating tobacco. When you realize what this "A" improvement means to you—that it assures your getting the finest obtainable quality for your money—you will smoke only "A" brands.

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The public's choice since 1789.

"Your cheeks are peaches," he cried.

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Pears' Soap brings the color of health to the skin.

It is the finest toilet soap in all the world.