

PRESIDENT LEVEY ON BRIDGE DRAW

Bascule Type Never Tried on so Extensive a Scale as Suggested.

IT WOULD BE UNWIELDY

Purposes of the North-Bank Road, Its Grades, Terminals and the Selection of Swan Island as Place for Span.

All that stops the North Bank road from proceeding to build the Swan-Island bridge into this city is the Port of Portland's draw span section at the location of the bridge at Swan Island, the horizontal draw and the 35-foot elevation of the structure (as being too low), proposed by the road.

This and nothing else prevents the road from going ahead with the bridge, says Charles M. Levey, president of the company over Mainly junction, where the North Bank road is to gain access to the bridge, retard the bridge a single day. Mr. Levey, while in Portland yesterday, said that the bridge would be built within 12 or 14 months after the Port of Portland and the Secretary of War shall have selected the structure. The company has an order of steel ahead and will not need to wait long for structural materials. Within 15 months, Mr. Levey remarked, the new road on the north bank of the Columbia will be taking trains in and out of Portland, provided an agreement can be reached as to the bridge.

Awaits Return of Committee.

The Commission is waiting for return of a special committee which it sent East last Sunday, to examine bascule draws. The committee, composed of Captain A. L. Pease, John Driscoll and J. B. C. Lockwood, expected to be gone two or three weeks, and until it should come back about the time agreed to do nothing about the bridge.

The bascule type of draw is wanted by river pilots instead of a pivot or horizontal draw, but is deemed impracticable by Ralph Modjeski, chief bridge engineer of the railroad, and other engineers, among them W. B. Chase and W. C. Elliott, former engineers for the City of Portland.

Mr. Levey, while not opposing the bascule type, prefers the swing draw, as being more serviceable and reliable and better adapted to the river channel. Said he:

"As to type of bridge, I favor the swing-draw span, rather than the bascule or lift bridge. As I understand the discussions, the committee coming back will cover the 300-foot channel. I do not know of any bascule type bridge that even approximates this. The Portland & Seattle proposed to build a double-track railroad bridge designed sufficiently heavy to carry the largest locomotives. Mr. Modjeski says that he thinks a lift bridge of 200-foot span is feasible, but would be uneconomical. In this case, what would we do with 300-foot lift span? What we want, and what the interests of navigation require, is the best type of workable bridge. It seems to me that Mr. Modjeski covered this matter very clearly in his argument before the Commission.

Advantage of Swing Draw.

"Another point to be considered is that only one opening a boat coming up the river might have the channel about the same time that a large boat would be going down the river. With a swing-draw span of two 300-foot openings, the boats could keep moving, one boat taking one opening and the second boat the other, without confusion or interference."

The plumberry assert that in those instances, as well as in several others to their knowledge, iron piping connections have been run, and also that rubber couplings have been used in several instances in connecting waste vents or soil pipes on the sewer side of trap seal, which is also in violation of city ordinances. These authorities believe that accumulation of sewer gases, in the case of the piping of a building, causing the trap pipes to crack, and, in the case of the rubber couplings, it is claimed that they are likely to rot quickly, allowing the escape of the gases.

They claim that in the case of the work done in piping the Brook-Gleasy building, at Second and Morrison streets, and also the Concordia Club building, the inspector has violated city ordinance 1419, section 7, requiring that in case of larger-size traps than two inches the vent shall start from a lead head and lead soil pipe which connect the closer with cast-iron vent pipe. There must be 15 inches of such lead in vent connection.

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"You understand that we are not opposing the bascule type except on the ground that it has not been tried under such conditions as mentioned, and would be in the nature of an experiment, whereas the swing-draw span is simple, and can be supplied with duplicate machinery and with hand-operating mechanism, making it absolutely serviceable under any conditions."

Meets Other Objections.

Two other objections against the Swan-Island bridge were discussed by Mr. Levey, first that raised by persons who insist that the new road should use the O. R. & N. bridge instead of building another across the stream; second, that raised by W. B. Ayer and others, who insist that the bridge be built 60 feet above low water. Instead of 35 feet, as proposed by the railroad, third, an objection—that raised by persons who want the new bridge further down-stream—was not mentioned by Mr. Levey, and he seemed to be of the opinion that the Swan-Island site was coming to be regarded in navigation interests as the best, just as it was regarded by the engineers of his day, and that a site further down-stream was once proposed, little argument is heard for it at present.

Mr. Levey showed that the O. R. & N. bridge would be entirely unfit for the traffic and the purposes of the new rail-road, and that a 60-foot height for the new bridge would make too heavy a grade on Portand. In commenting on the letter sent by W. B. Ayer to the Commission, he said:

That Bridge Clause.

"First, as to Mr. Ayer's statement with regard to the clause inserted by the Legislature in the grant to the O. R. & N. for the steel bridge, and the fact that this clause limits the end that no other bridge should be permitted to cross the river. If this argument was a valid one, it would mean that the United States of America having once granted the right to bridge a navigable stream, forever after prohibited the construction of another bridge across the same stream. The clause is identical with the clause inserted by Congress in all the bridge charters granted by it for many years past, excepting that in the case of charters granted by Congress, the Secretary of War is made the arbiter in case of the parties failing to agree as to the rate of compensation."

"The real intent of the clause is that if other parties wish to use a bridge already constructed, instead of going to the expense of building one for themselves, they shall have the right to do so, upon payment of reasonable compensation."

Lucks Terminal Facilities.

"For the sake of argument, suppose the Portland & Seattle Railway could reach the O. R. & N. bridge with its trains, and assume that the bridge was rebuilt to carry four tracks and placed above high water, what then? Trains would enter the Terminal Company's tracks at the neck where business is now done, but congested, as any Portland shipper will tell you. Our aim is to give to Portland adequate and comprehensive and terminal facilities, not excelled by any other city in the Pacific Northwest, for the prompt handling and shipment of freight."

"Second, as to Mr. Ayer's argument in favor of raising the bridge to a height of

60 feet above low water, so that during a portion of the year only a certain class of vessels may pass under the bridge, if the owners of those vessels see fit to go to the expense of rebuilding them to meet the requirements outlined.

"I have as yet to hear of any protest from the owners and operators of these vessels, who, it would seem, are the parties most interested."

Log Towage Unchanged.

"At the public hearing recently, Mr. Ayer made his argument upon the ground that the obstruction of the present bridges in the river increased the charge for the towing of logs above the bridge.

"The revised schedule of rates for towing logs, issued by the towboat owners of Portland, makes no distinction in charges for towing logs, whether above or below the bridges.

"With the bridge at this elevation, the groyne submitted recently to the Port of Portland by the company, will remain in our until Nineteenth street and Sherlock are res伸ched, making the embankment of our track a barrier between the property on the west and the river, which of course is impracticable and would not be tolerated.

"Mr. Ayer says traffic from the north (Goble) can be taken directly through to the port via the bridge on the Washington side. It is the company's intention to have a Portland outside yard at the west end of the bridge, where all Portland traffic and business tributary thereto from any direction will be assembled and made into trains, either for the East or for Puget Sound way.

"The property acquired by our company east of Hoy street, between Tenth and Twelfth streets, to the river, is to be used exclusively for city purposes, warehouses, team tracks, etc. Cars to and from this property, including the Terminal Company, will be handled by switch engines to the outside yard at the west end of the bridge.

Question of Grade.

"With regard to the grade decided upon by the O. R. & N. Co. for their line around St. Johns Point to Troutdale: If, as is stated, they have decided to adopt a 0.5 per cent grade as their maximum, it is probably due to the fact that that is the ruling grade on the original division out of Portland and there would be no advantage to them in going to the expense of going below the grade which already limits their trains.

"As opposed to this, the grade of the Portland & Seattle from Pasco to Portland is 1.5 per cent, or 100 feet per mile, and to have this grade at Portland would mean a limitation of the engine-load for the entire division for any given engine.

"The suggestion that whatever the grade established it would be a down-grade established Portland and would therefore be an advantage rather than otherwise can hardly be taken seriously. It would look as though Mr. Ayer figured that everything was to come into Portland and nothing going out.

"As to the grades between Pasco and Spokane, they have nothing whatever to do with the Portland & Seattle Railway, but the question of reduction of such grades as there are on that portion of the line is now under consideration, and will be undertaken at an early date."

ACCUSE INSPECTOR HEY

PLUMBERS SAY HE PASSES WORK DONE ILLEGALLY.

He Replies, Denying the Charge, and Makes Counter Accusations in Cases Cited.

Several members of local union No. 31, United Association of Journeyman Plumbers, are opposed to the methods of Plumbing Inspector Hey, whom they charge with showing favoritism towards certain members of the Master Plumbers' Association in violation of the city ordinance relative to plumbing fixtures.

They claim that in the case of the work done in piping the Brook-Gleasy building, at Second and Morrison streets, and also the Concordia Club building, the inspector has violated city ordinance 1419, section 7, requiring that in case of larger-size traps than two inches the vent shall start from a lead head and lead soil pipe which connect the closer with cast-iron vent pipe. There must be 15 inches of such lead in vent connection.

The plumbers assert that in those instances, as well as in several others to their knowledge, iron piping connections have been run, and also that rubber couplings have been used in several instances in connecting waste vents or soil pipes on the sewer side of trap seal, which is also in violation of city ordinances.

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The inspector denied that any work he had passed on in his official capacity had been done with legal requirements, and says the plumbers who are making all the fuss are sore because James H. Morrow, whom the union recommended, did not get the appointment as Plumbing Inspector.

"I am not responsible for this organization," said Mr. Hey. "They were recommended, and had no idea that I would be successful when I took the civil service examination. As far as I can find out, the ordinance does not allow them, but they have been in use for some years. It is up to the discretion of the Plumbing Inspector to say what kind of piping shall be used. The union has known for three years past that galvanized iron piping is being used in lieu of lead joints, and is aware that this system of plumbing piping is in the Fall, Fenton, German Aid Society, and other prominent buildings, besides the Good Samaritan Hospital, is considered better than lead for a variety of reasons, chiefly because it withstands sudden climatic changes to better advantage, and also on account of being better adapted for hot water. Quite a local fad exists in this respect, and the idea seems to be growing. Trouble has been frequent on account of the rapid wear of the lead joints causing leaks, and on this account galvanized iron is fast superseding lead piping in making the connections alluded to.

The Brook-Gleasy and Concordia buildings were almost ready for the plasterers when I came on the scene, and the quality there is comparatively small. Moreover, the plumbing in the two structures is without fault, so I fail to perceive where the plumbers have any particular grievance, and it is very strange that all this agitation on the subject should begin now, after the union has known for more than three years that it is the local custom to use galvanized iron piping, and that in all instances complained of, and that it answers the purpose to better advantage."

Two members of the Plumbers' Union are to open a shop of their own in the near future, and will compete with the master plumbers.

Croup, and How to Prevent It.

The cold weather of the winter is usually dreaded by the parents of young children, and it is natural for them to feel colds are liable to be contracted, croup to follow and the wisdom of the household tested. The first requisite in the treatment of croup is prevention. Given as soon as the child becomes hoarse, or even after the croupy cough appears, Chamberlain's Cough Remedy will prevent or when the attack appears suddenly in the middle of the night, as it sometimes does, give this remedy freely until vomiting is induced. It has been in use for more than a third of a century, and has never been known to fail. For sale by all druggists.

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BLACK HAND AS AD.

It Startles Merchants Who Fear the Mafia.

THEY APPEAL TO POLICE

Portland Business House Startles Citizens of Many Cities by Its Postal-Card Method of Addressing Them.

Let that blithe creator of theatrical scandals, the "Black Hand," be his laurels, for they hang in jeopardy. Heretofore he has been uncontested in his field as the champion producer of choice and sensational prevarications. But now competition has come into the field from a force that uses methods somewhat similar, but much more potent, in the matter of creating a furor. The force in question is the professional adviser.

Communities have been thrown into high excitement by tales of diamonds worth \$50,000 being stolen from actresses



You have one more day

The Sign of the Mafia.

IMPORTANT!

Our JANUARY SALE has been such a success that we have decided to continue it until the last of this week. REMEMBER you have only FOUR DAYS in which to take advantage of our CUT PRICES. CASH OR CREDIT

POWERS

First and Taylor.

"The Store That Saves You Money"

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TEETH
BOSTON

TEETH
WITHOUT PLATES

ARMED

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