ENGINEER REPORTS ON DRAWBRIDGES

Submits Plans for Structure to Replace Madison- Street Viaduct.

FOUR TYPES SUGGESTED

Favors One 70 Feet Wide, High Enough to Allow All but Largest Vessels to Pass Under and Costing $1,000,000.

City Engineer Taylor made a report to the City Council yesterday afternoon, accompanied by plans for four types of bridges across the Willamette River, in the vicinity of Madison street. The style most approved is a high bridge, 70 feet wide, which would allow of the passage of all but the largest vessels without an open draw, the cost being $1,000,000. Other designs would cost less, but none would remedy the open draw problem now complained of. The Council took no action, except to refer the report, but will probably adopt a design at its next regular meeting, next Wednesday. The street committee will thresh out the details in all probability, at its meeting tomorrow afternoon.

In all the designs, the draw pier is located 200 feet east of the present location, a feature which is said to be a marked improvement in the condition of navigation, as this would make the draw in line with the draw on the Morrison-street bridge.

City Engineer Taylor's report is as follows:

City Engineer's Report.

To the Honorable Mayor and Council of the City of Portland—Gentlemen: In the matter of the preparation of plans, etc., for a proposed bridge to take the place of the present Madison-street bridge, I wish to make the following report:

In pursuance of authority granted by your honorable body, Mr. J. B. C. Lockwood was employed as consulting engineer and one of the first questions was to decide on what streets to end the approaches. Hawthorne avenue being a main thoroughfare for the East Side and wider than the ordinary street, makes it the most suitable location for the east end of the bridge. East Clay, East Market and East Mill streets extend in a straight line only as far as East Twelfth street, where they intersect Ladd's Addition, the streets of which do not conform, so that the travel has to turn to the right or left.

On this account Hawthorne avenue is also preferable. On the West Side should the approach be changed from its present location on Madison street it should be moved to Jefferson street.

The objection to Columbia or Clay street would be the serious interference with the Southern Pacific terminal yards.

Site for High Bridge.

In the event of it being deemed advisable to construct a high bridge, Jefferson and Second street is the proper place for the west end.

This would permit of head room for the street cars on First and Front streets. The bridge ending on Hawthorne avenue, at Union avenue at the east end, would safely clear the tracks on East Water street, East First and East Second street.

There are practically four plans prepared by Mr. Lockwood, viz.: First—High bridge from Jefferson and Second street to Hawthorne and Union avenue, with east and west side approaches of steel and concrete, estimated cost $1,000,000.

Same bridge with pile trestle approaches, $810,000.

Second—High bridge from Jefferson and Second streets to Hawthorne avenue at Water street, with approaches of steel and concrete, $815,000.

Same bridge with pile trestle approaches, $595,000.

Third—Bridge from Madison and Front streets to Hawthorne avenue at Union avenue with approaches of steel and concrete, $870,000.

Same bridge with pile trestle approaches, $600,000.

Fourth—Bridge from Madison and Front streets to Hawthorne avenue and East Water street with approaches of steel and concrete, $790,000.

Same bridge with pile trestle approaches, $550,000.

Substituting timber grillages in the river piers for that part of the concrete below low water will reduce the amount of each of the above estimates $50,000.

Higher Than Present Bridge.

The proposed bridge from Madison street to Hawthorne avenue would be 16.8 feet higher than the present bridge.

The proposed bridge from Jefferson and Second streets to Hawthorne avenue would be 27 feet higher than the present bridge.

The estimate of probable cost of constructing bridges in accordance with plans submitted does not include anything for right of way, or for damages that might be claimed by the owners of adjacent property.

I herewith submit blue prints of the different plans prepared by Mr. Lockwood, together with a copy of his report which fully covers the ground.

As the matter of the proper location of the proposed new bridge has been the subject of much discussion and the cost of the bridge to be built is of great importance to the taxpayer, I would suggest that these plans be referred to a special committee or taken up by the Council as a committee of the whole, so that the matter can receive careful consideration before any plan is finally decided upon. Yours respectfully, D. W. TAYLOR, City Engineer.

CREATES NO COMMENT

Mayor's Message on Automobile Ordinance Read in Council.

Contrary to expectations, Mayor Lane's communication to the City Council relative to certain amendments to the ordinance regulating automobiles and naming a registry board, did not create any comment, when read to the members at a special session yesterday afternoon. Councilman Baker, the author of the amendments, was absent when the communication was read. It had been expected that he would lead a fight to even up scores with the Mayor, who declared in his message that the appointing power does not lie with the legislative body, but is an executive function. The Mayor, stating his desire to make the ordinance legal, made official the appointment of the men specified by the Council.

Robert D. Inman, who was named as chairman of the board of registers, has not announced whether or not he will accept. He previously served in that capacity by appointment of the Mayor, but resigned. Trouble between him and Mayor Lane arose over proceedings on behalf of the city to put through a large fill on East Sixth street, which would cost the Inman-Poulsen Lumber Company $25,000. Mayor Lane took up the city's fight and made an issue of it, thereby gaining the enmity of Mr. Inman.

The Mayor, however, recognizes Mr. Inman as a good man for the position of chairman of the board of registry, and has asked him to serve.

RESCINDS FORMER ACTION

Council Will Draft a New Pawnbrokers' Ordinance.

Owing to several unjust provisions in an ordinance passed by the City Council one week ago, regulating the conduct of pawnbrokers and second-hand dealers, the Council yesterday afternoon voted to ask Mayor Lane to veto the measure and allow a new one to be drafted. Counsel for the dealers affected presented arguments against the ordinance and the Council promptly decided to rescind its action.

The objectionable features were those requiring a $1000 bond, the keeping of a description of every person from whom goods might be purchased, and a compulsory daily report of all goods purchased to the Chief of Police.

Track to Livestock Show.

The City Council yesterday afternoon passed an ordinance granting to the Portland Railway, Light & Power Company the right to lay a loop track around the site of the livestock show, on the Sandy road. The same tracks will accommodate the crowds at the automobile races. The tracks must be taken up by July 10, according to the action of the Council.

EPWORTH LEAGUE TO MEET

Portland District Convention Will Open at University Park.

Epworth Leaguers from all over the Portland district will gather at University Park Methodist Episcopal Church tonight, when the first annual convention of the newly-organized district will be opened with an address on "Optimism," by Rev. F. L. Young, of St. John. The convention promises to be largely attended. Delegates from 30 chapters, representatives from the Junior League chapters and all Methodist pastors will be present. Preparations have been made by University Park Methodists to provide meals at noon and night Friday and Saturday, and late Sunday afternoon for every person in attendance, whether delegate or visitor.

Rev. F. L. Young, Who Will Address Epworth League Convention.

Rev. F. L. Young, who is to deliver the opening address, is a favorite among members of the league throughout Oregon, and wherever he has been assigned he has labored to build up the league chapters.

Tomorrow morning the services will open at 9 o'clock with devotions, led by Rev. C. T. McPherson, pastor of Epworth Methodist Episcopal Church, after which short papers on various features of Epworth League work will be read and discussed. The afternoon will be devoted to papers and discussions, after devotional services led by Rev. Harold Oberg, pastor of Montavilla Methodist Episcopal Church. There will be a roll call of chapters, and a missionary exhibit. The collection consists of curios, pamphlets, books and various interesting articles, and will be in charge of Miss Mabel Downs, of Central chapter.

Tomorrow night there will be a temperance rally at which Rev. J. R. Knodell, superintendent of the Anti-Saloon League for Oregon, will speak, if it is possible for him to be in Portland. Saturday there will be business sessions morning and afternoon, and a Junior League rally from 2 to 4 P. M., and at night a big social session is scheduled, in which all chapters in the district will participate. The convention will close Sunday night.

CLOSING-OUT SALE.

Fine Black Goods.

Fine imported black dress goods and silks from the world's best makers—mourning goods of all kinds—on sale at regular wholesale cost. If you want a fine black dress, buy it here during this sale. McAllen & McDonnell, Third and Morrison.

SCORED BY MAYOR

Says Council Is Unfair to the Water Consumers.

PAY FOR FIRE HYDRANTS

Lane Declares $42,000 Appropriation From General Receipts Should Be Withdrawn and Used for Extension of Mains.

Mayor Lane addressed a communication to the City Council, which was read to the members at a special session yesterday afternoon, reviewing the situation with regard to the present need of fire hydrants. He asked the Council to reconsider its action in appropriating $42,000 from the water fund for hydrants, saying all funds from water revenue are badly needed for the laying of new mains.

Mayor Lane's address follows:

Message of the Mayor.

To the Honorable City Council: Gentlemen: In making up the estimate for the city's expenditures for this year, there was set aside by your honorable body the sum of $42,000, which amount was ordered appropriated from the funds of the Water Department for the purchase of fire hydrants.

At the time you ordered the diversion of this sum of $42,000 from the funds of the Water Department, I do not believe that you quite realized the significance, or the entire effect of such action, and if I may be allowed to do so, I would like to call your attention to the matter as it applies to one of the most important functions of the city's government.

At all times in the past the entire cost of the city's water system, from which it has profited so much in so many ways, has been borne by the consumers of water. All of the cost of the installation of the entire plant, including the headworks, the pipe line from Bull Run River, the reservoirs, all water mains, all fire hydrants and every expenditure for maintenance or for repairs or improvements so far as they have been met, have been paid out of the moneys collected from such persons.

The city is growing and every dollar received by the Water Board is urgently needed to place additional mains to keep pace with such growth, and as it is there are hundreds of families whose urgent need for water for household use it is impossible to meet for the lack of funds.

Burden on the Consumers.

Water consumers in scores of cases have been and are being compelled to put in water mains in the public streets at their own expense without any hope or expectation of ever being reimbursed for the outlay, and at the same time are being forced to pay full rates for water, of which, in certain seasons, they receive but an insufficient supply, owing to the small size of the mains which they were able to put in. These persons and many others not here mentioned can have no fire protection of any sort and if their homes should catch on fire must stand by and see them burn to the last ash without any relief in the way of protection from fire hydrants or other fire apparatus; they are forced to pay their full share for fire hydrants to guard the immensely more valuable properties in the down-town districts.

At every meeting of the Water Board many persons come with petitions asking for water—not for fire protection, but water to drink and cook with; and when the heat of the Summer is on, as it soon will be, they will come in throngs and a lack of water mains will exist and reasons will be demanded, and explanations are going to be done and the facts must be set forth. They beg for water for their families to drink, and, forsooth, we are compelled to offer them a fire hydrant with which to quench their thirst.

A thousand fire hydrants or more are urgently needed and should be purchased at once, but the cost should not be fastened upon the household consumer of water, already taxed beyond all rules of justice.

Says Plan Is Unjust.

I do not think that the people as a rule, quite understand the method by which or the source from which, the money to pay for fire hydrants is wrung, or that such moneys are acquired by circumscribing the extension of water mains and mostly come from the small householder, or realize the injustice of the plan which was so cunningly devised and fixed upon them in the past, or will fail to resent the injustice of it once knowing the evil which it works upon themselves and thousands of others in this city, and I do not think that once realizing the utter unfairness of the scheme they will care any longer to be a party to, or suffer further from it.

Water to drink is a necessity of life of which no man, woman or child must be denied, and the obligation upon the part of the city to secure it for that purpose is its first duty. The duty of the Board of Water Commissioners in this respect is plain and simple and may not be evaded, and no sophistry of reasoning can alter the facts of the case or the gravity or injustice of the situation as it exists.

Unjust methods of taxation and the unloading of burdens upon the shoulders of others and those least benefitted, and least able to bear them, should not and I have reason to believe will not longer be quietly tolerated by the people.

Council Asked to Act.

I therefore respectfully urge and ask of you that you annul the appropriation of these moneys from the water funds for the purchase of fire hydrants and arrange for their purchase by some other means, and thus allow the Water Board to expend such moneys for water mains, the demand for which far outstrips every resource at their command.

I would therefore suggest that your honorable body go over the appropriations made at the beginning of the year and readjust them, by doing which I have every reason to believe that ample funds can be secured to purchase a large number of fire hydrants. This would release the $42,000 appropriated for that purpose and allow it to be used for the more immediate and urgent need of water mains in which to deliver water for household purposes to the many families now in want of it. Also it would greatly increase the city's facilities for fighting fire by providing proper conduits to which to attach fire hydrants, whereas at present there are large areas where such hydrants cannot be used or placed for the reason that there are no mains to which to attach them—a most deplorable condition of affairs, and one which speaks louder than words for the contention that provision for mains should be made in reasonable advance of the purchase of fire hydrants. Respectfully, HARRY LANE, Mayor.

OLD METHOD IS FAVORED

Council Wants Streetcars Stopped on the "Far" Side.

Upon motion of Councilman Baker, the City Council, yesterday afternoon, voted to request the Portland Railway, Light & Power Company's officials to order a return to its former system of stopping cars at crossings, "or explain its reasons for retaining the present rule." It was said by Mr. Baker, Councilman Vaughn and others that the "near side" stop, now in vogue, is decidedly an inconvenience to passengers, and the vote to ask for the change was unanimous.

"In view of the large number of complaints that have been coming to my attention, I want to hear the reasons why the railway officials are enforcing the present rule of stopping cars on the 'near' side of intersection," said Mr. Baker. "Complaint is very general, all over the city, and something seems to be wrong. I therefore move that this Council request the Portland Railway, Light & Power Company to order a return to the former rule, or explain their reasons for maintaining the present rule."

Mr. Vaughn, in seconding Mr. Baker's motion, said that in his ward the sentiment against the present rule is virtually unanimous. He explained that much of the complaint is made by women, who, in order to alight from a car, are forced to go to the front platform, open the big double door and raise the curtain in order to make their way out.

VIOLATE SUNDAY LAW?

St. John Saloonmen Arraigned in East Side Court.

Henry C. Knight, Luther M. Miller and J. F. Kinser, of St. John, were arraigned yesterday afternoon before Justice Olson, in the East Side Court, on charges of selling liquor on Sunday. The complaints were sworn to by C. J. Cooper, a resident of St. John. Deputy District Attorney Stevenson drew up the complaints and filed them in this court. The defendants appeared with their attorney, and the courtroom was filled with men from St. John, presumably witnesses in the cases. The state was not represented. The attorney for the men charged with violating the Sunday law maintained that Justice Olson did not have jurisdiction to try the cases, and read numerous authorities to support this contention. While Justice Olson expressed the opinion that he had jurisdiction to handle the cases, he continued the trial until tomorrow afternoon at 2 o'clock.

Knight and Miller are charged with selling liquor to Charles Bennett, and Kinser is charged with selling liquor to a man who goes by the name of "Butch." The defendants said that the charges are the results of politics. While ostensibly St. John has been dry on Sunday, it has been common report that it was not difficult to gain entrance to certain saloons on Sunday through the back door. It is understood that the arrest of the three saloon men is the result of a determination on the part of the new municipal administration to close up the back as well as the front doors of saloons in St. John.

MAYOR USES HIS CLUB

Kills Plan for City Council Junket to Seattle.

A little junket to Seattle, to be paid for by the city, was contemplated in an ordinance drafted by Councilman Dunning, but not introduced in the Council at its special meeting yesterday afternoon because of the refusal of Mayor Lane to place it on the list for consideration. Mr. Dunning sought to bring the measure up, but as it is necessary for the Mayor to include in a list all matters to be acted upon, it did not see the light of day.

The Dunning ordinance, had it passed, would have appropriated from the general fund $400, to defray the expenses of the Mayor and members of the Council, on a trip to Seattle, to see the battleships.

Statement of Condition at Close of Business May 14, 1908, of the

Security Savings and Trust Company

PORTLAND, OREGON

RESOURCES.

Loans	$2,869,323.65
Bonds	1,331,564.47
Real Estate	1,440.15
Cash and Due from Correspondents	1,419,336.37
	$5,621,664.64

LIABILITIES.

Capital	$ 500,000.00
Surplus and Undivided Profits	328,518.68
Deposits	4,793,145.96
	$5,621,664.64

Interest paid on savings accounts and time Certificates of deposit.
Transacts a general banking and trust company business.

OFFICERS.

C. F. ADAMS, President — R. G. JUBITZ, Secretary
E. A. WYLD, Vice-President — A. L. MILLS, Vice-President.
L. A. LEWIS, Vice-President — G. F. RUSSELL, Assistant Secretary

DIRECTORS.

C. A. DOLPH — L. A. LEWIS — JOSEPH SIMON
A. L. MILLS — C. F. ADAMS — J. N. TEAL
JAMES F. FAILING — E. A. WYLD

STOP CONSTRUCTION WORK

RIGHTS OF WAY FOR HILLSBORO LINE NOT SECURED.

Oregon Electric Company Cannot Reach Agreement With Property-Owners Near City.

Practically all work has been stopped on the Hillsboro branch of the Oregon Electric Railway Company on account of difficulties in securing rights of way. Workmen are busy in a few places, clearing land and grubbing stumps to make ready for the construction crews, but this work has been almost fully completed up to tracts of land where it seems impossible to come to terms on rights of way. It is probable that activity will cease altogether within the next few days and all workmen withdrawn. Whether or not they will be put on the line to be built to Newberg from Tigardville has not yet been decided.

"We have used every effort to settle right-of-way matters satisfactorily," said General Manager Talbot yesterday, "but we are still held back and we do not know when we will be able to proceed. This condition of affairs is very unsatisfactory and condemnation proceedings will probably be our last resort to get land on which to build our road."

If condemnation must be invoked, it means that the date of construction will be postponed at least one season, for the cases against the property owners cannot be brought into court before July. It has been learned that two Portland men, James Nichols and George Black, acting for the Hawthorne estate, are at logger heads with the railroad company over rights of way and cannot come to an amicable agreement. Three Italian market gardeners are also disputing with the railroad company over the value of the land proposed to be crossed by the trolley line.

George Barclay Moffatt, William A. White and W. S. Barstow, high officials of the company and the construction concern, will reach Portland next Monday for a short stay here. They will be joined in this city Tuesday by A. C. Bedford, also of New York, a director in the Oregon Electric. This party of officials will decide on whether or not to begin work at once on the Newberg extension of the line. They will also look over the road between here and Salem.

O. R. & N. HEARING POSTPONED

Federal Court Will Consider Injunction Application May 26.

Argument on the application of the O. R. & N. Company in the United States Court for a writ of injunction restraining the Oregon Railroad Commission from enforcing its recent distributive rate order has been deferred until Tuesday, May 26. The Harriman line not only seeks to prevent the Commission from modifying the railroad's freight tariffs in Oregon, between Portland and points East of The Dalles, but questions the validity of the Commission and the act by which it was created.

The constitutionality of the Commission has been attacked on the grounds that it interferes with the functions of the Interstate Commerce Commission in that its attempted regulation of rates within the state extends to and affects all interstate rates. Pending a decision on the formal argument of the case, the new rates prescribed by the Commission have been suspended from operation.

Heavy Travel to See Fleet.

All railroad companies are giving the right of way to the next business on Puget Sound. For the next two weeks special efforts will be made to handle this business satisfactorily. Not only are special trains to be run to Seattle and Tacoma by all railroad lines reaching these cities, but special boat schedules have been arranged on many transportation lines into both places. The Canadian Pacific will put on special steamers from Victoria to Seattle while the fleet is in the latter port, to permit the Canadians to come across the line and see the American fighting ships. Reports received by local agents of the Canadian line show that there will be a heavy travel from British Columbia.

Night Train During Festival.

To provide improved facilities during Rose Festival week, the Oregon Electric Railway Company plans to operate a night train to Salem from the city. This will permit those on the Salem road to get home after attending the Festival all day. This car will leave the depot at the foot of Jefferson street each night at 10 o'clock. The first train to be operated on this schedule will leave next Tuesday night and regularly thereafter during Rose Festival week.

PERSONAL MENTION.

W. J. Peed, Mayor of Ellensburg, Wash., and Mrs. Peed are registered at the Cornelius.

Professor Irving W. Pratt, principal of the Failing school, is recovering from a stroke of paralysis.

Lewis A. McArthur has returned from Berkeley, Cal., where he was graduated from the University of California on May 13.

Archibald Gray, assistant general freight agent for the Great Northern, with headquarters at Seattle, arrived in Portland last night for a short visit here.

Joseph Buchtel, who has been confined to his home on East Second and Hoyt streets for several weeks by illness, is improving and expects to leave this week for a mountain resort.

President Ressler, of the Oregon State Normal School, is here on a visit. He has been traveling through the East, visiting normal schools and gathering information for the benefit of the Oregon system.

R. Alexander, a well-known Pendleton merchant, is in Portland, en route to Salem, where he will attend the annual Grand Lodge of the Independent Order of Oddfellows. Mr. Alexander says that the recent rains in Eastern Oregon have caused great rejoicing among the farmers and have insured a fine wheat crop.

OREGONIAN NEWS BUREAU, Washington, May 19.—Senator Fulton's wife and son and Miss Tongue, of Hillsboro, left for Oregon last night.

CHICAGO, May 19.—(Special.)—W. E. Coman, of Portland, Or., is at the Auditorium Annex.

CHICAGO, May 20.—(Special.)—The following Portland people are registered at the hotels: Grand Pacific—O. F. Overbeck. Sherman House—G. M. Welsh.

It Reached the Spot.

Mr. E. Humphrey, who owns a large general store at Omega, O., and is president of the Adams County Telephone Co., as well as of the Home Telephone Co., of Pike County, O., says of Dr. King's New Discovery: "It saved my life once. At least I think it did. It seemed to reach the spot—the very seat of my cough,—when everything else failed." Dr. King's New Discovery not only reaches the cough spot; it heals the sore spots and the weak spots in throat, lungs and chest. Sold under guarantee at Woodard, Clarke & Co.'s drugstore. 50c and $1.00. Trial bottle free.

PLAN FIRE ALARM SYSTEM

A. D. T. COMPANY APPLIES FOR FRANCHISE.

Outbids National Automatic Company in Two Respects—Chief Campbell Sounds Warning.

A mild sensation was created in the special meeting of the City Council, yesterday afternoon, when Councilman Bennett introduced, by request, a proposed franchise for an auxiliary fire-alarm service for the American District Telegraph Company. Interest in the measure was further increased by a provision offering to pay to the city one-third of the gross receipts. The charge for boxes is fixed at a maximum of $3 a month. Mr. Bennett contrasted these two features with the terms contained in the proposed franchise of the National Automatic Fire Alarm Company, which grants to the city only 1 per cent of the gross receipts and charges a maximum of $4 a month for service. The matter was referred to the street committee.

That Fire Chief Campbell and others who opposed granting to the Automatic Company this franchise assert that their position is now shown to have been well taken. The Chief, in expressing his objections to the measure, declared that, if one company should secure a permit to connect its system with the city fire-alarm, others would quickly come in and demand the same privilege. This is now proved. The first franchise is still being advertised, as required by law, when the "A. D. T." Company comes, seeking similar favors.

Chief Campbell, City Electrician Savarian and others, who have all along opposed the Automatic Company's request, declare that, to connect private wires with the city's fire-alarm service, would be a positive danger, and might result in great loss of life and property. To permit two private concerns the right, it is pointed out, would be doubly dangerous, and it now seems likely that no such privileges will be given.

It is said to be more probable that the city, if it grants any franchises at all of this description, will do so only on the stipulation that the corporations wishing to enter into the business, install separate systems and maintain their own wires, conduits and all necessary equipment.

Nature the Best Doctor.

After all is said, the most truly effective remedies are those derived from natural sources. It is a fact generally recognized that consumptives are greatly benefited, and frequently entirely cured by living in the open air among the pines. The fresh, pine-laden atmosphere has a healing and strengthening effect upon the lungs and bronchial organs and is most invigorating.

Those who are unable to leave home and live in the pine forests will find in Virgin Oil of Pine all the medicinal properties of the tree itself. This preparation is a compound of the active principles of the forest trees, great care being taken in its preparation to insure purity and freshness. A half ounce of Virgin Oil of Pine mixed with two ounces of glycerine and a half pint of good willsky, taken in teaspoonful doses every four hours, will break up a cold quickly and cure any cough that is curable.

Virgin Oil of Pine is put up only in half-ounce vials for druggists to dispense. Each vial is securely sealed in a round wooden case. Be sure to get the genuine—Virgin Oil of Pine compound pure, guaranteed under Serial No. 451, prepared only by Leach Chemical Co., Cincinnati, O. Virgin Oil of Pine is always carried in stock by the following wholesale druggists: Langley & Michaels Co., San Francisco, Cal.; Coffin & Reddington Co., San Francisco, Cal.; Kirk, Geary & Co., Sacramento, Cal.; The Idaho Drug Co., Lewiston, Idaho.

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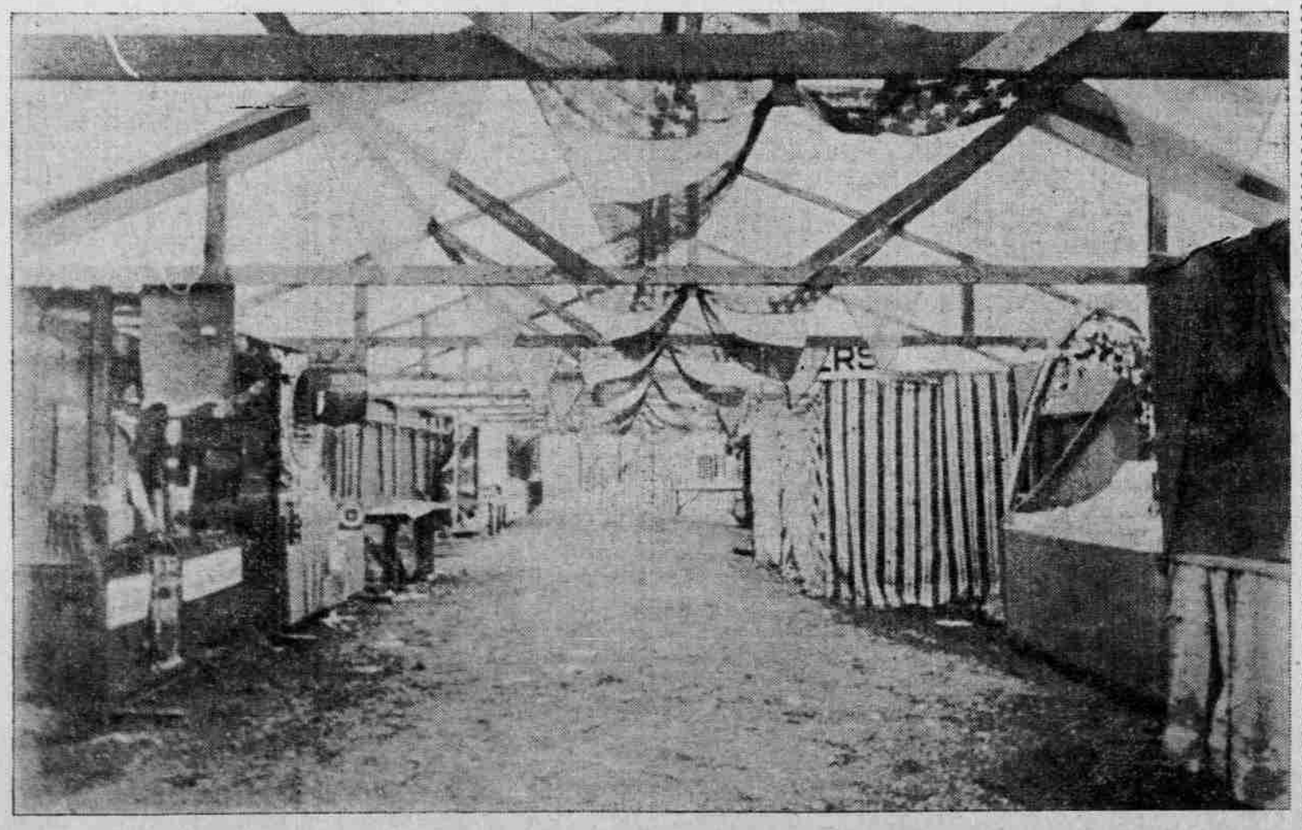
SCENE AT THE YOUNG MEN'S CATHOLIC CLUB STREET FAIR AND CARNIVAL.