

CREMATORY TO BE ERECTED AT ONCE

Simon Visits Present Burner and Promises Immediate Steps for Relief.

BUILD ON PRESENT SITE

Mayor Also Declares Himself in Favor of Second Incinerator to Be Constructed Later on East Side.

GARBAGE CREMATORY SITUATION.

Mayor Simon visits site of present out-of-date incinerator in company with members of Board of Health...

Mayor Simon, after viewing the situation at the old, worn-out garbage crematory on Guild's Lake yesterday afternoon, expressed himself as greatly surprised at conditions...

Cover Dump With Lime. "I had no idea," said Mayor Simon, "that the conditions were such as viewed today. I cannot say now whether it will be necessary to sell any bonds for the construction of crematories, but you can say for me that the people of Portland will have immediate relief."

Mayor Simon, President MacMaster, of the Chamber of Commerce, Chairman Gruber, of the committee on civic affairs, of the Chamber of Commerce, and A. L. Mills, president of the Open-Air Sanitarium, journeyed in Mayor's automobile to the crematory, and upon their arrival there found Drs. Storey and Chapman, of the Board of Health, and Superintendent of the crematory, waiting for the official party through the crematory proper.

Mayor Decides Promptly.

Mayor Simon said that something must be done at once to remedy the situation, and after taking all features of the case into consideration, declared himself in favor of two modern incinerators, one to be located on the city's property at the present site, and the other to be built somewhere on the East Side, the exact location to be made by the Board of Health.

SEWER TO BE ACCEPTED

Big Brooklyn Conduit Probably Will Be Taken Over by City.

The big Brooklyn sewer, which was rejected by the Lane administration of officials because of alleged defective workmanship and non-compliance with the terms of the specifications drawn by the City Engineer, will probably be accepted in the near future by the Executive Board under the new regime.

ion that the sewer is a good one, and that it is not defective, as alleged by ex-Mayor Lane and H. M. Esterly, formerly a member of the sewer committee of the Board that rejected the work. A lot of trouble was caused over this one matter, Jesse Hannan and three inspectors of the engineer's office being dismissed for alleged lack of attention to duty, and the contractors being charged with departing from the specifications in regard to laying the foundation. Cement was called for, in which the stone blocks were to be laid, but it is the contention of the ex-Mayor and his sewer committee that the work was not done that way, and that the conduit is liable to break down in course of time. They, therefore, refused to accept it.

"We want to secure the Brooklyn sewer for the use of the people, if possible," said Chairman Smith of the sewer committee, after the meeting yesterday afternoon. "Mr. Taylor, whom we regard as a very capable and conscientious man, says that the work is good, and we will inspect the tube Monday to see for ourselves what it looks like. We want to accept it, if we can, and will do so if it is properly built; if not, we will endeavor to have the defects remedied at once, so that it may be taken over, paid for and opened to the use of the citizens."

ROAD WORK IS DELAYED

CONTRACTORS COMPLAIN OF UNITED'S TACTICS.

Executive Board Committee Will Take Steps to See That Improvement Is Made Possible.

Complaint against alleged obstructive tactics by the United Railway Company on Twelfth street, between Burnside and Hoyt, was lodged with the street committee of the Executive Board, which held its first meeting under the administration of Mayor Simon yesterday afternoon, Henry Ladd Corbett presiding. It was charged by the Montague-O'Reilly Company, a contracting firm which is laying considerable stone block pavement in the North Portland wholesale district, that it has been impossible to begin work on the thoroughfare named because of the refusal of the United Railway Company to lay a certain kind of rails, specified by the City Council. A sharp letter was ordered sent to the officials of the company, notifying them of the complaint made and requesting that immediate action be taken to remedy the condition.

According to the letter from the contractor, the streetcar company has rails for the street under consideration, but is apparently in no hurry to lay them, and the officials of the road have, it is alleged, refused to pay any attention to the requests which have been made by the Montague-O'Reilly Company to protect themselves, the officers of the company concerned on the street committee yesterday afternoon. It is charged that the fault lies with the city company. This will be alleged in order that the contractors will not be penalized for delay.

Chairman Corbett asked City Attorney Kavanaugh if it would be legal to assess the contracting company in a case like this if the work is not completed in contract time, and Mr. Kavanaugh said that, in his opinion, the courts would not uphold a fine where penalty was imposed because of delay over which the contractor had no control. This will make it virtually impossible for the city to enforce the terms of its contract with the Montague-O'Reilly Company, should the work be delayed and not completed within time, and there is no manner of charging up the penalty to the streetcar company. The only remedy, therefore, is to make an official demand upon the company to proceed with the laying of the rails.

HOSTELRY AT CRATER LAKE

Will G. Steel to Erect Unique Structure at Summer Resort.

KLAMATH FALLS, Or., July 8.—(Special.)—Will G. Steel, who holds the concession from the Department of the Interior for the entertainment of pilgrims to the Crater Lake National Park, is on his way to the lake, accompanied by Mr. Parkhurst, from Portland, who is interested with him in the contemplated improvements. A rustic hotel building will be constructed this season on the very rim of the lake, 7200 feet above the sea, and overlooking the most picturesque body of water in the world. Other improvements are planned, which Mr. Steel hopes to complete this season, including tent-houses for guests among the hemlock groves near the proposed inn, and an electric lighting plant. The plans also contemplate the pumping of water eventually from a spring of clear, ice-cold water on the summit of the Cascade ridge. In short, Crater Lake National Park will be provided with all necessary conveniences as rapidly as Mr. Steel and his associates can provide them.

Marriage Licenses.

- DRATH-SOHLMAN—Harry Drath, 26, city, and Nellie A. Sohlman, 20, city.
KARST-CLAY—R. C. Karst, 40, Yankton, Columbia County, and Etta Clay, 34, city.
KAUFFMAN-WISE—Elmer G. Kauffman, 21, city, and Nellie A. Wise, 20, city.
LAINE-ROHRER—Julius Laine, 22, Roseburg, Lincoln County, and Hilma Sophia Rohrer, 28, city.
FLETCHER-SWANSON—John H. Fletcher, 43, Eugene, and Doris M. Swanson, 41, city.
HEBRICK-CLAY—Alexander P. Hebrick, 21, city, and Nettie B. Clay, 18, city.
CHAPMAN-THOMPSON—Charles Chapman, 23, city, and Florence Thompson, 21, city.
CROSBY-SUMNER—A. L. Crosby, 45, city, and Mrs. Anna A. Sumner, 64, city.
NAGASAWA-YOSHIMURA—Tomifuro Nagasawa, 23, city, and Toyoko Yoshimura, 19, city.

HALSTED STREET BRIDGE SUCCESS

Description of Chicago Span That Is Model for New Madison Structure.

FIRST THOUGHT A FAILURE

Frequently Got Out of Order and Was Costly to Operate, but Slight Changes in Mechanism Corrected All Trouble.

FACTS ABOUT CHICAGO BRIDGE.

The Oregonian recently ordered from its Chicago correspondent a fair and unbiased statement of the workings of the Halsted-street lift bridge in Chicago. This bridge is of the Waddell type, which has been adopted for the new Madison-street bridge. The accompanying article is the result.

CHICAGO, July 8.—(Special.)—The South Halsted-street lift bridge of Chicago—the first and only one of the Waddell type ever constructed—was completed and opened for traffic April 1, 1894, at a total cost of \$237,180.52. It is now classed by the city's engineers as one of the most serviceable spans over the Chicago and Calumet rivers, of which there are 81. Its timeliness and its cost of operation and maintenance compare well with other local bridges.

It is preferred by City Engineer Thomas G. Phinfeldt where there is overhead load, to either the rolling lift or bascule type of bridges. While no formal recommendation has been made by Engineer Phinfeldt for the new bridge across the river at Lake street, it is reasonably certain he will suggest that a lift bridge of the Waddell or similar type be used. This bridge, in addition to accommodating heavy street traffic on one span, must support the trains of an elevated railroad upon a higher level.

The Fort Wayne railroad has prepared plans for a lift bridge over the south branch of the river near Twenty-second street. This will be used only by its railroad owner. While the South Halsted-street bridge is now giving satisfaction and has since 1892, such was not the case. For the eight years following its completion it was looked upon as a failure. It was operated by steam power and cost much more than the average bridge in Chicago annually. Frequently it would get stuck up in the air, and the local newspapers often contained jests and cartoons of the residents who happened to be caught on the bridge. In a few instances the bridge was up in the air all night and persons on it were compelled to remain until it was repaired and lowered to street grade.

The Pittsburgh Bridge Company was the builder. It was originally planned for a clearance of 140 feet, but later the plans were changed to give a clearance of 155 feet. Its length is 200 feet and its width 61.4 feet. The entire span is lifted bodily in the air to permit vessels to pass beneath and is known technically as a cantilever bridge. The foundations for the structure are concrete caissons which have been sunk to bedrock. In the annual report of the department of public works for 1894 the engineers asserted that the operation of the bridge was expensive and that every year thereafter up to 1902, the same comment was made. In no year up to 1902 was the cost of operation and repairs less than \$5000, which was much more, while the number of swings annually was less than for any other bridge operated by steam power. Its average time for a swing was 15 minutes, compared with other steam-power bridges. The average time was in the neighborhood of 3.57 minutes. In 1902 Engineer Phinfeldt spent several days and nights experimenting with the structure, examining its machinery and reckoning its merits and demerits. The result was that he reconstructed the bridge floor and omitted the sand cushion, thereby decreasing the weight of the movable part of the lift. The lift can now be raised with one engine, with a steam pressure of 90 pounds, while with the old floor it was difficult to make the lift with two engines and a steam pressure of 110 pounds. In addition he made some adjustments of the machinery. Since that time electricity has been substituted for steam power. The cost of coal for steam power averaged \$195.96 a month, whereas the cost of electric current is \$50 a month. It is purchased from a private manufacturer. Only two bridge tenders are required with electric power, as against four when steam was used. Mr. Phinfeldt asserts he has saved the city \$200 a year by getting this bridge in good working order and by the substitution of electric for steam power.

"There is no question about the unsatisfactory condition of the bridge formerly," explained Mr. Phinfeldt. "It was costly to operate and it needed repairs all the time. It frequently got out of order. It had defects such as the first of any new device will have, but it has been giving good service lately. Because of the bad reputation of this, the first bridge of its kind, engineers shunned the idea of one of its type and the progress in that construction has been fast and for the most part successful."

MONEY SAVERS

BOYS' DEPARTMENT FRIDAY AND SATURDAY

Wash Suits, in sizes 2 to 8, Russian and sailor styles, selling regularly at 50c to 75c, special Friday and Saturday... 39c

Boys' double-seat Overalls, with bib, made of durable fabric and cut full, all sizes, special at... 45c

Washable Tams in light Summer colors, regular 75c and \$1.00 values, Friday and Saturday only at... 35c



166-170 Third St.

the wife is the sole owner of property in Oregon, Washington and California of the value of \$12,500.

Boy Drowns in Tank.

SEATTLE, Wash., July 8.—Theodore Covan, aged 23, of Robb, Wash., was drowned this afternoon while swimming in the tank at an amusement park. His body was found floating in the shallow water by two other bathers.

The soap one finds in most hotels and sleeping cars is—the kind one finds in most sleeping cars and hotels.

Highly scented? Yes. Colored? Of course.

But you need not use it, if, before leaving home, you have had the fore-thought to slip a half cake of Ivory Soap in your toilet case.

Ivory Soap 99 4/100 Per Cent. Pure.

THE COLUMBIA RIVER VALLEY

The Fruit Basket of the World

A poor man has a small chance of ever becoming wealthy in the Far Eastern States. Even in the Middle West the openings are becoming scarce and many energetic men see that they can better themselves by coming to the Northwest. Some who have come West find they have not sufficient capital to do much in the country to be able to locate at once in a business which will pay them well. If you are of this number, why not investigate the district which has more openings and opportunities for men of small or large capital than any other section of the Northwest? The Columbia River Valley cannot be surpassed as a desirable place to live when you can afford to live in any line of business that is profitable. The large population which has settled here, and the vast increase which will follow any small investment made at this time.

It will pay you to look into the conditions in this land of opportunity. Kennebec and Pasco are already the important commercial centers of this district. For information concerning openings in all lines of business address KENNEWICK COMMERCIAL CLUB KENNEWICK, WASH. —or— PASCO COMMERCIAL CLUB PASCO, WASH.

A GREAT BOOK

A limited special edition of Colonel Cooper's fascinating Indian love story, "The Yambills," is just completed. The book deals in a remarkable and masterly manner with Indian intrigues of long ago. A great share of the drama is enacted in the great Broadhead section of the Willamette Valley, where traces of the battles fought are still seen, and many relics found. It is a story full of action and human interest. Copies may be had for 25 cents at the office of the Columbia Trust Company, 84 Fourth street, Board of Trade Bldg.

For Sale!

You often see this notice posted or advertised, but you will not see this sign in our country or the chance to buy irrigated land at such prices and terms "in a place where you have the climate, low altitude, distance from the coast and mountains, and the extremely early Springs, with no snow, frozen ground, mud or slush, and an annual rainfall of less than 7 1-2 inches and have over 300 days of sunshine in every year."

RICHLAND

is the last chance to get land in this favored fruit belt, under a gravity canal, with water under Government supervision, as the Government will give no more water rights from the Yakima river or any of its sources, and all other streams and lakes lie too low to take water out of except by pumping. Pumping water makes the cost of irrigating very high—gravity makes the cost low. No machinery to buy or keep up; no fuel to buy; no cost of constant repairs; and no machinery to break down at a time when your crops need water, and have them suffer as a consequence, but just open the gates and let the water run from the river into the irrigation ditch—which is a veritable river in itself—then to be taken out and run in laterals constructed by the company close to the different tracts for the use of the farmers and fruit growers. In seven months we have sold over

\$750,000

worth of this land, which shows the faith the public has in "Columbia river early fruit belt" land.

And Why Not?

Statistics, as well as experiences of our fruit growers, show that 10 acres of this land will pay for a six months' tour of Europe every year after the first three years, besides supporting a family of six or seven members. Is there any place else that you can put in \$300 cash and \$200 per year and get the most pleasant home on earth, and at the same time get such a return from your investment. It is hard to find a man in Wenatchee, Yakima or Kennewick, who has been there three years, who is not independent or on the sure road to a happy old age. GET WITH THE CROWD. If you can't go up during the week, come to the office and go with us Saturday evening on the 5:40 train over the "North Bank" road, returning either Sunday evening at 8:50 or Monday morning at 8:30; get a free auto ride over the Columbia valley, and see a community where everybody is happy and prosperous. Land selling for \$125 to \$150 per acre, with perpetual water right, on five years' time.

FREE INFORMATION AND BOOKLET ON REQUEST

Richland Land Co.

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