

PLANS FOR WUGE SPAN ANNOUNCED

New Harriman Bridge to Replace Steel Structure to Cost \$1,300,000.

LENGTH WILL BE 1300 FEET

Double-Deck Viaduct of Waddell Type Proposed—Plans Must Be Approved by War Department and by Port of Portland.

The first official announcement of the plans for the new \$1,300,000 bridge of the Harriman lines to replace the present steel bridge was made late yesterday from the Harriman offices in this city. These plans are now under consideration by the War Department and will be presented to the Port of Portland Commission at its meeting next Thursday for approval.

Including the length of the two approaches, the new bridge will be 1300 feet long almost to an inch. It will be a double-deck railroad bridge of the Waddell type, with a lift draw so constructed that the lower deck, which will be used by trains exclusively, can be raised independently of the upper.

This draw will be 230 feet long, and when it is raised will present an opening for steamboats of 205 feet. This will make it one of the longest draw openings, unobstructed by a pier or drawrest, in the world. When lifted to its greatest height, the draw span will perch 115 feet in the clear above high water.

The draw span will be in the exact center of the bridge, about 210 feet from each end of the present bridge. This will bring the draw opening almost in the middle of the river, where the current is strongest and the main channel is situated. Here there is a depth of water varying from 43 to 53 feet, as compared to 40 feet under the present draw. It will be necessary to raise the upper deck only for the largest steamboats or deep-water vessels with high funnels and masts. The plans call for the draw to be in such a manner that it will telescope into the columns supporting the main deck, and can be lifted thus for 47 feet in the clear above high water without interfering with streetcars and ordinary traffic.

Bridge 32 Feet Wide.

The bridge itself, exclusive of the sidewalks, will be 32 feet wide. On the lower deck this will allow space for a double railroad track, and on the upper deck will provide plenty of room for car tracks and wagon traffic. This is almost twice as wide as the deck of the present narrow bridge, which is not much more than broad enough to permit two teams or cars to pass each other.

The bridge will be a truss structure. In addition to the draw span, it will have two twin steel spans, each exactly 233 feet 6 inches long, one at either end of the draw. The span at the west end begins in about the same relative position as the draw of the steel bridge does. It starts almost exactly on the harbor line at the east end, the other span extends 20 or 25 feet inside the harbor line. Including these two spans and the draw, the main portion of the bridge is just 797.2 feet in length, which approaches make up the balance of the 1300 feet.

These approaches will be immeasurably superior in grade, solidity of construction and every other respect to one at the west end of the steel bridge. The western approach to the new Harriman viaduct will start at the corner of Third and Gilsan, rising on an average gradient of 1.86 per cent. It passes over the Alaska dock on a line with Gilsan street, and there curves slightly to the south, where it joins the main bridge. At the east side end of the bridge the grade is even easier. Starting from the corner of Oregon and Adams streets, this approach has a maximum grade of only 2 per cent.

Top Deck Perfectly Safe.

It will take a flood high enough to wash out most of Portland to put the upper deck of the new bridge out of business. This will be higher than that of any bridge now spanning the Willamette. An ordinary low water, it will be just 5.5 feet above the surface of the river. Even in flood, it will be between 50 and 60 feet above the stream. Though the lower deck, on which trains will cross, is higher than that of the present steel bridge, it is still likely to be put out of commission by an abnormal June rise. The base of the rails on the railroad tracks will be 32 feet above low water, or two feet higher than now.

Between the upper and lower decks is a space of 55 feet. The new structure in many respects will be one of the finest looking bridges in the city. Unlike the present bridge, there will be no unsightly steel superstructure rising above the main deck, as, with the exception of the draw span alone, this deck is supported by truss work underneath it.

Some idea can be gained of the enormous amount of work that will be necessary in constructing the new bridge when it is understood that the two piers for supporting the heavy towers on which the draw span is raised will have to be sunk 150 feet under the river bed. To obtain a firm foundation to support the huge weight of the draw and part of the west side span, the western of these piers will have to be 150 feet long, 100 of which will be sunk by means of iron caissons 100 feet under the river bottom. At the other end of the draw, the pier will be 127 1/2 feet long, 60 feet of which will be under the mud.

Column 400 Feet High.

The larger of these two piers and the steel tower surmounting it combined will form a solid column of iron, steel and cement nearly 400 feet high. At its lowest point, 100 feet under the bottom of the river, this huge pier will have a diameter of about 25 feet.

The structure of the main bridge will be supported by piers extending from 25 to 50 feet under the river bed, and will rest on foundations of wooden piles. At the east end of the bridge, the piles will be necessary, as here there is a natural solid rock foundation.

The plans for this big bridge were drawn up by George W. Boshke, chief engineer of the O. R. & N., with headquarters in Portland. The huge structure will involve an expenditure estimated at \$1,300,000.

While in a way the plans for this bridge must be considered as tentative, inasmuch as they have not yet been approved by the War Department, it is considered certain that no obstacle will be encountered here.

The Port of Portland also probably will pass favorably on them at its meeting Thursday. At any rate, if any changes

are made, they will in all probability be only minor ones. The plans presented by Mr. Boshke have already been approved by the highest officials of the railroad company, so it is certain that the bridge eventually constructed will be practically along the lines stated.

NEW HILL OFFICE IS FILLED

H. A. Jackson Becomes Assistant Traffic Agent Here.

H. A. Jackson, formerly assistant general freight and passenger agent at Helena, Mont., who has been transferred to fill a similar position in Portland, is the newest member of railroad row. Mr. Jackson arrived to take up his new post yesterday and immediately installed himself in the Great Northern building, where he will remain until he can find larger quarters.

The transfer of Mr. Jackson to this city is further evidence of the fact that the Great Northern is beginning to realize Portland's importance as a traffic center. Hereafter, officials here who have been reporting to M. J. Costello, assistant traffic manager at Seattle, will report instead to Mr. Jackson. The new official will have full charge of the territory south of Central in that section of Washington, and along the North Bank road as far east as Pasco.

This creation of a brand new office in this city leads further strength to the belief that Hill is preparing for a vast increase in the volume of freight that will roll into Portland.

It is too early to say just when the Great Northern will be ready to inaugurate through passenger service to Portland," said Mr. Jackson yesterday. "The matter is under consideration, and some definite announcement may be made almost any time. I know that our people are very anxious to get their trains running through to Portland, for the wonderful strides forward that this city has been making has convinced us that we should lose no time getting here."

PASSENGER OFFICIALS MEET

Excursion Rates Discussed at Session of Traffic Men.

Passenger officials of the principal railroad lines in Oregon and Washington held their regular monthly conference in the offices of the Spokane, Portland & Seattle Road yesterday. Aside from the discussion of excursion rates, ticket matters and Exposition travel in general, however, nothing of more than ordinary importance was taken up at the meeting.

General Freight and Passenger Agent Adams of the North Bank line, was chairman. Among others in attendance were Assistant General Passenger Agent Scott of the Harriman lines; Assistant General Freight and Passenger Agent Jenkins of the North Bank; Traffic Manager Nevins of the Oregon Electric; Traveling Freight and Passenger Agent Casey of the Chicago, Milwaukee & Puget Sound; Edward C. Robbins, of the Northern Pacific, and William A. Ross, of the Great Northern at Seattle.

MORE P. A. Y. E. CARS COMING

Twenty Pay-as-You-Enter Coaches Due Next Month.

President Joeselyn of the Portland Railway, Light & Power Company, announced yesterday that 20 new pay-as-you-enter cars for service on the company's system in this city, will arrive about September 15. A similar shipment of the same equipment will arrive 80 days later.

These cars will represent the latest products in street railway construction and will have many features not possessed by the same style of cars now in use in this city.

PERSONAL MENTION.

In the absence of Rev. Benjamin Young from the pulpit at the Taylor-street church will be filled next Sunday by Bishop Charles W. Smith.

Attorney and Mrs. John C. Shillock and children have returned from a two months' trip to Minnesota and Iowa, where they visited with relatives.

Mr. and Mrs. G. B. Moore, with Mrs. A. S. Wells and daughter, Virginia, will leave this morning for Newport, Or., where they will remain several weeks.

Miss Minnie Thomas has returned to her home, 7 East Sixteenth street North, after five weeks in Good Samaritan Hospital. Miss Thomas underwent an operation for appendicitis.

W. A. Ross, assistant general passenger agent of the Great Northern at Seattle, was one of the officials who attended the conference of passenger men at Portland yesterday.

T. A. Graham, assistant general passenger agent of the Southern Pacific, with headquarters at Los Angeles, was in Portland yesterday. Mr. Graham has been visiting the Seattle Exposition, and is en route to visit his family at Clifford T. Bald, of Cincinnati, a prominent

ORDERS TO BE KEPT

Two Old, Trusted Employes of O. W. P. Discharged.

INFRACTION WAS SLIGHT

Motorman and Conductor of Cazadero Division Let Out on Theory That Their Disobedience Might Have Caused Bad Wreck.

For disregarding a meeting order and running with their train beyond a station where they had been ordered to pass an express train inbound from Cazadero, two employes of the O. W. P. division of the Portland Railway, Light & Power Company were dismissed last week.

The disobedience of orders fortunately did not cause an accident, but that it did not was due to the merest bit of luck. The motorman and conductor of an outbound passenger had orders to pass a fast express and mail train coming in from Cazadero, at Graham. The carmen thought they would have time to make the next switch, and pulled out in disregard of their orders. About a mile out from Graham on a piece of straight track they met the other train. Fortunately both motormen saw each other when they were at least 50 feet apart and were able to stop with plenty of room to spare between the cars. The motorman of the passenger train backed up to Graham and took the switch as directed in his original orders.

Both the discharged men were old employes and this was the only slip they had made in several years of service. But it was considered necessary to discharge them as a lesson to other trainmen that orders must be obeyed to the very letter. In this way the officials wish to make impossible such disregard of orders as resulted in the frightful disaster on the Coeur d'Alene line near Spokane recently.

"The company insists on strict enforcement of rules and orders on the part of its trainmen," said the traffic manager, F. D. Hunt, last night. "Every precaution for the safety of the traveling public is taken on the O. W. P. line, and the Oregon City division is equipped with block signals electrically operated from the rails, and the Springfield division as far as Lewis Junction is similarly equipped. In addition to this, the O. W. P. has been operated under standard steam road rules since February 14, 1907. The block service is also supplemented by flags."

"These rules are made as a guard against accident. The men who were discharged were dismissed merely as a disciplinary measure to impress the rest of our trainmen with the serious nature of what might seem to be a slight infraction. Both were first-class men, and this was their only mistake since they had been on the O. W. P."

inent capitalist and manufacturer of that city, has been registered at the Portland for two or three days, being here on a combined business and pleasure trip en route to the A-Y-P Exposition at Seattle.

Governor Shallenberger, of Nebraska, and party will spend Saturday, August 21, in this city. The party will arrive in this city from Seattle over the Northern Pacific at 7 A. M. on that day and leave over the North Bank road for the East at 8:45 o'clock Sunday morning.

Colonel James M. Brooks, president of the Vernon Baseball Club, was in Portland for a few hours yesterday, having come north with his club. He left shortly afterwards for Seattle to visit the fair, but will return to Portland about Friday or Saturday.

Rev. F. C. Berges, National secretary of the Young People's Alliance, who has been in Portland the past two weeks, left yesterday afternoon for his home in Cleveland, O. Mr. Berges spent most of his stay at the campground at Jensen Lodge, returning here also made a trip up the Columbia River to the Cascades.

CHICAGO, Aug. 10.—(Special.)—Oregon people begin here are: From Portland—Congress, Mr. and Mrs. R. A. Caples; Great Northern, J. H. Aitken. From Pendleton—Strafford, Mrs. George B. Carrier.

TAKE ONLY UNION DRINKS

PRINTERS DECIDE TO BOYCOTT SECEDING BARTENDERS.

Convention Heeds Appeal From Delegate—Minneapolis in Lead for Next Year.

ST. JOSEPH, Mo., Aug. 10.—The convention of the International Typographical Union today decided to support the national and started an organization of its own. This is true of no other city. The printers decided to stand by the International Typographical Union.

St. Joseph has two bartenders' unions, one of which has seceded from the international and started an organization of its own. This is true of no other city. The printers decided to stand by the International Typographical Union.

The bar in the hotel which is the headquarters for the delegates is presided over by the secessionists, and as a result is receiving no patronage from the printers.

Anderson appealed to the printers to fight the prohibition movement.

Atlanta, Salt Lake and Minneapolis are asking for the next convention. Minneapolis was stated tonight to be in the lead.

Amusements

What the Press Agents Say.

"Bathing Girls" Great Act.

"The Bathing Girls," an act of infinite beauty, is creating a tremendous sensation at the Orpheum this week. It might well be described as a kaleidoscope of feminine beauty and introduced a host of the ballets which made his father famous.

Ill of the Week at Pantages.

London's cleverest comedienne, Alva York, is at Pantages this week, proving as great a hit at the Star-street theatre as she was at the Gaiety Theatre in London last season. Her songs hit the town by storm and everybody is whistling "He Had Never Been There Before."

The Oaks a Popular Resort.

Owing to the fact that the Oaks has become a resort where families may visit without danger of molestation by the "rough" element, it has grown in popularity rapidly in the present season. It is one of the show places of Portland and a visitor to the city should consider his sojourn here rounded off without a trip to the most beautiful amusement park in the country.

Change at the Star Today.

Don Fuiano, the educated horse, who is playing a fine game of billiards, is the best act of his kind ever seen in the West.

COBS

A yard of tobacco for fifteen cents. Cobs are full grown, full made, full quality, four-inch Havana cigars, rough looking and plainly packed. You can't smoke anything but the cigar, so we've left off gold bands and we haven't lithographed the box. We haven't paid for fancy shapes which would add to the price, without adding anything to the taste. Nine of them laid on end measure a full yard. You can buy this full yard of pure Havana, measured off in four-inch lengths, for 15 cents.

FOR SALE EVERYWHERE

FOR 15c

COBS
The Havana
ANDRES FINO
15c
PER PACK

Mason, Ehrman & Co.
DISTRIBUTORS
Portland, Seattle, Spokane

COMING ATTRACTIONS.

"Folly of the Circus" Tomorrow.

Beginning tomorrow night and continuing Friday and Saturday nights, with a special matinee Saturday, the attraction at the Bungalow Theatre, Twelfth and Morrison streets, will be Frederic Thompson's magnificent production of Margaret Mayo's beautiful play, "Folly of the Circus." Portland theatergoers are promised one of the most delightful offerings of the season in this interesting drama. Seats are now selling for the engagement.

Ketchel-Papke Fight Pictures.

Much local interest has been aroused over the promised exhibition of motion pictures of the great Ketchel-Papke fight, which will be given at the Lyric Theatre Thursday, Friday and Saturday, two performances each evening at 8 and 9:15 o'clock and a matinee every day at 2:30.

OSWALD BARGAINED FIRST

Los Angeles Man Gave No Testimony Till Promised Immunity.

LOS ANGELES, Aug. 10.—The fact that Nick Oswald, witness against ex-Chief of Police Broadhead in his trial for bribery, was granted immunity from prosecution by District Attorney Fredrick before he would consent to testify before the grand jury that indicted Broadhead, was disclosed by his testimony on cross-examination today.

NOT KIDNAPED CHILDREN

Hope That Vivianos Are Found Is Dashed Soon as Born.

ST. LOUIS, Aug. 10.—A telegram to Chief of Police Greney, from the Duncannon, Pa., police, says children answering the description of kidnaped Kate and Tommaso Viviano are being held there for identification. The children tally with the photographs in the police circular.

A long distance telephone message to the Post-Dispatch, from Duncannon, Pa., said the children have been identified as belonging in Altoona, Pa.

Don't Neglect Your Kidneys & Bladder.

Symptoms Such As These Almost Surely Mean Kidney and Bladder Disease.

Painful, lame and aching back, rheumatic twinges and shooting, knife-like pains in the back and groin, dull dragging weariness, inability to stoop over or to lift anything, nausea, faint spells, heart palpitation and weakness, sediment in urine, scalding sensation, etc.

When you observe any of these symptoms, as above, you may rest assured that it is very dangerous to neglect them. So dangerous, in fact, are diseases of the kidneys and bladder, that they frequently terminate in death—with little warning to the victim.

The extremely fatal character of these maladies is due to the uric acid poison in the system—which the weak and ailing kidneys and bladder cannot expel. And when uric acid is allowed to remain in the system, it leads, sooner or later, to grave conditions.

DeWitt's Kidney and Bladder Pills have quickly and effectually removed all conditions which lead to these alarming diseases. In thousands of cases where these pills have been given a trial, they are wonderfully prompt and efficacious in action—thoroughly antiseptic, soothing and healing, and contain no opiates or narcotics.

E. C. DeWitt & Co., Chicago, Ill., want every man and woman who have the least suspicion that they are afflicted with kidney and bladder diseases to at once write them, and a trial box of these pills will be sent free by return mail postpaid. Do it today.

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Wherever good cocoa is used it's used often, because each cupful recommends another. The wholesomeness and purity of

Ghirardelli's COCOA

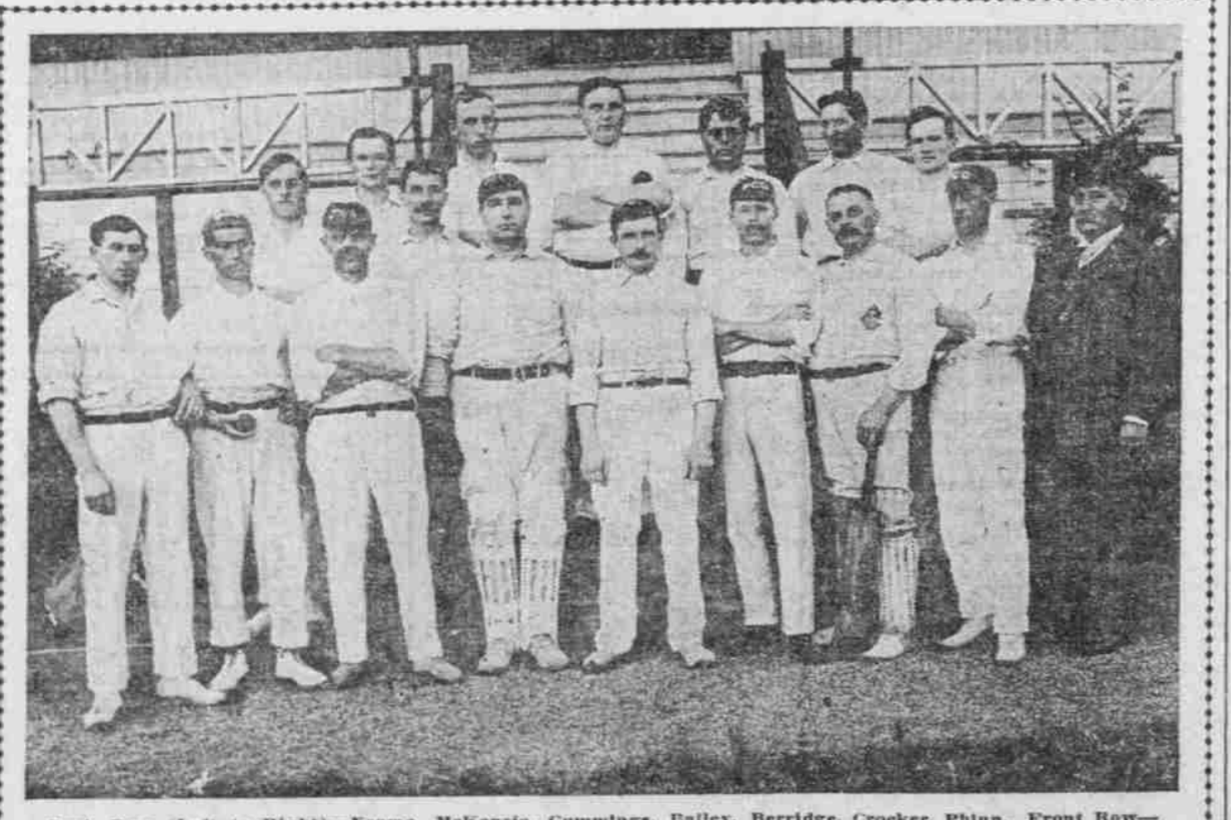
recommends it to those who discriminate in the selection of their beverages.

Don't ask merely for cocoa—ask for Ghirardelli's.

Cocoa Fact No. 4

The Indians of the tropics were the first known beings to use cocoa. They were physically strong and healthy. Choco, an Indian word meaning drink, is what they called it, hence the name Chocolate.

Portland Cricket Club Team, Which Will Enter International Tournament at Vancouver, B. C.



Back Row (Left to Right)—Nemar, McKenzie, Cummings, Bailey, Berridge, Crocker, Phina. Front Row—Mallett, Coppinger, Shipley, Sisley, Churchley, Fenwick (Captain), Greaves, Smith, Gjedsted, Blakely—President.

THE team of cricketers selected to represent Portland in the continental annual tournament will leave next Friday for Vancouver, B. C., where the matches are to be played this year. On the way up a stop will be made in Seattle to play a friendly game with a combined team representing Tacoma and Seattle, after which the cricketers from the Sound, who are also taking part in the tournament, will continue north with the Portland team.

The members of the Portland team are: N. Fenwick, Captain; G. Shipley, W. G. Smith, J. J. Churchley, J. C. Cummings, C. E. Gjedsted, Charles Elizabeth, J. Mallett, Arthur Berridge, C. S. Greaves, T. P. H. Banks and M. Coppinger.

Many of the players have participated in previous tournaments, and with the

addition of some very promising new members it is expected that the Portland team will give a good account of itself. The local club has always been noted for having a strong bowling side. Last year this was shown when Bailey and Gregg disposed of a strong team from Vernon with the remarkably low score of 11, but in previous years the club's weak point has been in batting. The team this year has been greatly strengthened by the inclusion of Messrs. Coppinger, Greaves and Berridge, all three being good bats, and have shaped well in local matches.

In speaking of the club Mr. Fenwick says that it has had a very satisfactory season so far, and that the standard of playing has greatly improved. This is unquestionably due to the excellent coaching of M. Coppinger, the Lanca-

shire professional, whose services have been very valuable. C. S. Greaves and F. L. Neame, by several good scores, have proved themselves to be acquisitions to the club. Neame used to play for Elton's second eleven, and is a batsman, combining sound defense with great hitting power, and it is regretted that pressure of business prevents his inclusion in the team going North. Greaves has played for a number of years in the West Indies and has shown evidence of being a steady bat and capable of making runs when set.

The Portland team, if not successful in winning the cup, should certainly make a good fight for it. The other teams competing this year are Seattle, Vancouver, Victoria, Albion, Vernon, Nelson, Burrard, and possibly teams from Winnipeg and Calgary.

ELECTROPODES

COPPER PLATE POSITIVE

ZINC PLATE NEGATIVE

If you suffer from Rheumatism, Neuralgia, Headache, Kidney Troubles, Backache, Weak Heart, Sleeplessness, Lumbago, Stomach and Liver Troubles, and have been unable to find relief and cure by taking drugs, you should try a pair of Electropodes—No Cure, No Pay. Electropodes have cured more cases of nervous complaints than any five other remedial combinations.

ELECTROPODES

Electropodes are metal insoles, worn in the heels of the shoes. One foot rests on a positive magnet, and the other on a positive magnet. The nerves become the connecting wires, which feed the blood, nerves and tissues of the body a soothing flow of electricity the entire day.

If it so happens that your druggist should be unable to supply Electropodes, have him order a pair for you from

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