

BRIDGE DECLARED OPEN FOR TRAFFIC

Mayor and Other Officials Ascend on New Lift Span 160 Feet Above River.

ACCEPTED ON CONDITION

Some Bolts to Be Replaced and Finishing Work on Shelter House Yet Remains—Structure Is Safe, Say Engineers.

"Let it open."

In that part sentence the Hawthorne bridge was accepted for the use of Mayor Simon yesterday after a discussion of minor defects in the machinery of the bridge, which for a time bid fair to delay acceptance of the viaduct for another fortnight.

Engineer Stutzman, delegated by the County Court to inspect the bridge, reported yesterday morning that 28 bolts in the lift machinery of the span and keys on the wheels of the shaft were loose. This report was made to the County Court in the presence of City Engineer Morris, D. C. O'Reilly, president of the construction company, and C. K. Allen, engineer for Waddell & Harrington. The discussion that followed led to personalities which were hushed when Mayor Simon was summoned to the conference by Judge Cleston.

It then developed that Engineer Stutzman reported adversely to the bridge, not knowing the contract which requires the construction company to operate the span for a year before its final official acceptance.

All the bridge engineers admitted that bolts were loose and the keys not tight but said that provision had already been made to readjust them. All, including Engineer Stutzman, were of the opinion that no danger was entailed by the looseness of keys and bolts. It was then that Mayor Simon agreed to accept the bridge as it stood and County Judge Cleston said he was willing if the city were ready to accept the responsibility.

The bridge builders declared that the bolts could be tightened without halting traffic and that new keys could be inserted in the shaft over night. The bolts will be adjusted immediately and new keys are being made.

The conference, Mayor Simon, constructors of the bridge and Engineer Stutzman visited the new city possession and inspected the bridge again. The Mayor, other officials and bridge men ascended on the lift 160 feet over the level of the river, Engineer Hicks, who will operate the lift for the county, handling the levers.

The conference, Mayor Simon saying to Engineer Stutzman:

"I now turn this bridge over to you, Mr. Stutzman. You are now in full charge. The bridge is open for traffic."

Engineer Is Satisfied.

Mr. Stutzman expressed himself as satisfied with the mechanism and construction of the bridge and promised to do his best to make the span, lift and all, a complete success.

In reply to Mr. Stutzman's complaint against loose parts of the bridge, the construction company had referred to these defects in a letter to the Mayor and members of the Commission, recommending acceptance, filed with Mayor Simon yesterday. Engineer Allen said that a few bolts and two small shafts were the only defects. He also said that there is some finishing work yet to be done on the shelter-houses, and that both those and the machinery-houses, must receive attention in a few days. J. L. Harrington, of Waddell & Harrington, who is here from Kansas City, will inspect the structure, he said. He will call the contractors' attention to them and they must be made good. All defects in material or machinery, developing within a year, must be made good by the construction company. Engineer Allen called the Mayor's attention to this provision of the contract.

On the strength of this report Mayor Simon wrote a letter to the United Engineering & Construction Company, officially accepting the bridge, subject to the work referred to in Mr. Allen's letter, which must be done as soon as possible.

Before 11 o'clock in the forenoon the bridge had been thrown open to general traffic.



TEAMS ON ROADWAY SOON AFTER OPENING.

TRACKS ARE WIDER

Rails Standardized in Night for New Car Routes.

NEW LOOPS ARE UTILIZED

Woodstock and Richmond Cars Will Be Operated Over Hawthorne Bridge—Change to Be Speedily Put in Effect

So that the Woodstock and Richmond cars may operate over the new Hawthorne-avenue bridge with the least possible delay, the work of standardizing the tracks on those lines will be done during the night, when it will be of least inconvenience to the patrons. Beginning this morning, the Cascade, Oregon City and Mount Scott cars will cross the new bridge, looping over Second, Stark and First streets. The Seaside and Hawthorne cars will loop via Alder street.

A new loop will also be defined on the East Side, the cars operating on Eleventh street on the westbound trip and over Twelfth street going East.

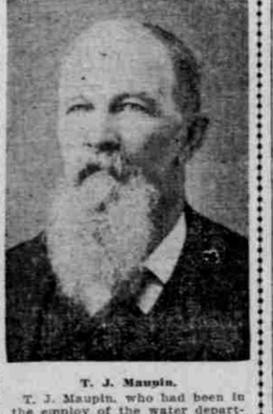
As soon as the morning rush is over, a crew of men will be put at work today standardizing the Richmond line from the East end to Twenty-sixth street. It is expected that the work can be completed before the homebound crowds start to return in the afternoon.

Street Prepared for Change.

The street already has been prepared for the change. The longer ties have been laid and the ballasting has been done. All that remains to be done is to separate the rails so that they will be four feet eight and one-half inches apart, instead of three feet six inches, as at present. This task, it is expected, can be speedily performed.

One of the new standard-gauge cars will be taken to the end of the line on top of a flatcar early this morning, so that it can be used by patrons in connecting with the cars on the west end. If the line is completed to Twenty-sixth street this afternoon, passengers will be required to transfer at that point.

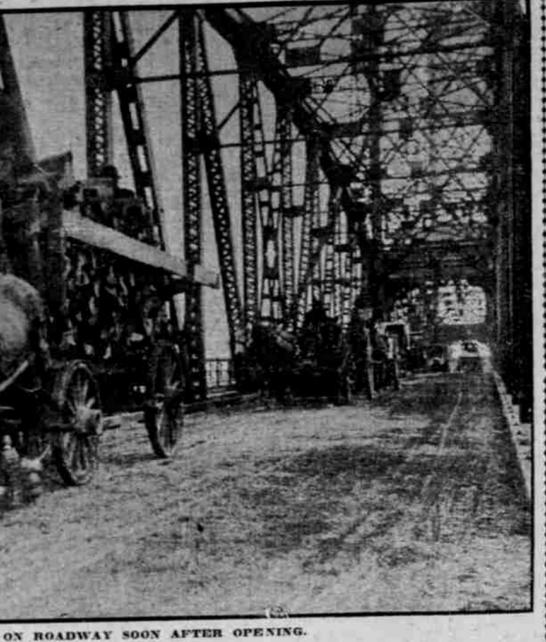
DEATH REMOVES MAN LONG IN EMPLOY OF WATER DEPARTMENT.



T. J. Maupin, who had been in the employ of the water department for 16 years, died at his home, 421 Tillamook street, yesterday after an illness of nearly three years. Mr. Maupin was born in Morgan County, Illinois, 78 years ago, and moved to Galesburg, Ill., where he was married to Miss A. Harris in 1881. He later moved to Virginia City, Nev., where he was superintendent of a mine. He then moved to California, and in 1890 came to Portland. He was appointed inspector of the Bull Run pipe line between Mount Tabor and the head-works, which place he held until compelled to resign on account of ill health. He was held in high regard by the officials of the water department. He is survived by his wife, whom he married 30 years ago, two sons and a daughter—T. J. Maupin, Jr., Harry Maupin and Miss Grace Gertrude Maupin.

The funeral will be held Wednesday morning at 11 o'clock from Finley's chapel.

SCENE ON NEW HAWTHORNE BRIDGE.



TEAMS ON ROADWAY SOON AFTER OPENING.

ROAD WILL BALLAST

North Bank to Build Dredge for Use in Work.

STEVENS LEAVES FOR EAST

Head of Hill Systems in Oregon Says There Is No Business Significance in Trip—He Will Begin Lively Campaign on Return.

Much additional ballasting will be done on the North Bank road next Spring and Summer, and many of the bridge fills strengthened. A powerful dredge will be built in the local shipyards during the next few months for use in securing the ballast material.

John F. Stevens, president of the North Bank, will leave for the East today and yesterday practically completed arrangements for letting the contract for the erection of the boat. The dredge will be 120 feet long, 16 feet wide and will be equipped with an 18-inch suction pipe, together with powerful machinery. It is to be entirely a suction type of dredge and of the latest pattern required.

As soon as completed, the floating machinery will be taken to the Columbia River, where it is expected, under the contract, to operate during the Spring and Summer. The material will be taken up from the river and deposited on those portions of the North Bank road where filling is required.

The question of probably filling Gold's Lake has been brought up, and it is intimated that eventually the boat will be used in that capacity. It has been rumored repeatedly that the Hill interests have secured control of this piece of property, and that it will be converted into a terminal yard for the United Railways and the Oregon Electric.

The ground is also so located that it can be used to advantage by the North Bank for freight yards. However, neither Mr. Hill nor Mr. Stevens has confirmed the statement that they have such intentions.

Mr. Stevens' Eastern trip is to spend the holidays with his family in Chicago.

M'NULTY IS AROUSED

NAVAL RESERVE OFFICER IS WRATHY AT SCHOOL BOARD.

He Declares Janitor of Building Demanded More Pay for Night Services Than Agreed Upon.

"Public-spirited men bearing the commissions of the Governor of Oregon as the legally constituted body to defend the lives of the people of this state have been grossly insulted and basely lied about through the instrumentality of the School Board of the City of Portland and its subordinates, its subordinates principally, as the Board itself must act upon the statements of its subordinates," said John McNulty, commander of the Oregon Naval Reserve.

Mr. McNulty declares that the whole trouble arose when he refused to pay the janitor \$2 a night for his services. Fifty cents a night, he says, was finally compromised upon at a conference at which School Clerk Thomas said that the janitor was entitled to \$2 a night. Commander McNulty takes the position that he was given the right of access to the school building by the Board of Education and consequently should not have had to deal with the janitor. He believes that the janitor's demand by the janitor was beyond that person's authority. Like George S. Shepherd, captain of the Reserve, he denies each and every charge preferred against his men. Mr. McNulty concluded his statement by saying:

"Many of our men hold university degrees. Others have medals of honor for brilliant service in West Indies, China and the Philippines. Many have honorable discharges and good conduct medals from the Federal and state governments. It is a base lie to say that these men, serving without a cent of pay, are too crude and boorish to occupy the basement of the Lincoln High school, whose guardian is the janitor."

Milk Dealer Fined \$75.

VANCOUVER, Wash., Dec. 18.—(Special.)—O. B. Hathaway, dairyman, was fined \$75 and costs today for offering watered milk for sale. E. M. Scammon, Justice of the Peace, imposed the fine. Professor Charles Johnson, chemist for the State Dairy and Food Department, of Seattle, was a witness for the state, as was P. H. Bethel, Inspector of Dairies. The case was appealed to the Superior Court.

Pastor Resigns Charge.

SILVERTON, Or., Dec. 18.—(Special.)—Rev. E. H. Dewart, who has been pastor of the Methodist Episcopal Church in this city for the past two years, has tendered his resignation, to take effect January 1, as the condition of his wife's health necessitates their moving to Portland in order that she may be with her daughters, who reside there. She has been an invalid for some time and has spent much time with her children.

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GLACIER PEAK IS MAZAMAS' CHOICE

Next Summer's Excursion Will Be to Chelan Region of Washington.

SCENERY THERE IS GRAND

Those Who Have Seen Alps Say Group Surpasses Switzerland Heights Professor Lyman Recounts Beauties of Trip.

At a special meeting of the executive council of the Mazamas to determine upon the snow-peak which shall be visited for next Summer's outing, it was definitely decided to make the ascent of Glacier Peak in the Chelan region of Washington, next August. The chief reason for settling upon this peak is the exceptional grandeur of the scenery that it encompasses. It is combined with the fact that it is practically unknown, a virgin, untraveled Switzerland.

Glacier Peak, which is about the height of Mount Baker, approximately 10,000 feet, is the center of the most magnificent glacial system in the United States. From its mountain heights, no less than 40 snow-peaks can be seen at a single glance. The view is said to surpass that of the famous Rhigi in Switzerland.

A. S. Pattullo, of this city, who is familiar with the Swiss mountains, visited the Chelan region with a small party of Mazamas several years ago, making the ascent of Mount Sahale, a neighboring peak, as seen from its summit, a visit being more inspiring, in his opinion, than any to be found in the Swiss Alps.

The upper waters of the Columbia River, which flow through the Chelan region, are of incomparable grandeur and beauty. Probably no other river in the world can lay claim to scenery of such sublimity and varied loveliness. Yet few, indeed, are those who have visited it and become acquainted with its marvelous glacial basins, clear as crystal, mountain tops and dashing fern-embowered waterfalls.

Lyman Describes Heights.

Professor W. D. Lyman, of Willamette College, Walla Walla, who is a member of the Mazama Club, visited this region at the same time as Mr. Pattullo, and has given a vivid picture of its wonders in his book, "The Columbia River."

Professor Lyman says:

"We had thought that the Columbia was clear, but we did not then know what clear water really was. When we reach the mouth of Chelan River we know. We see a streak of blue cutting right across the impetuous downflow of the river. As we push our way into it we discover that it is so clear as to make little more obstruction to the view of rocks and fish below than does the surface of a pond."

"This transparent torrent in the outlet of the lake, it is only four miles long and descends 12,000 feet, at that distance, it possesses 125,000 horsepower at low water. In skills well laden with provisions and ammunition we set forth on our 40-mile push toward where the spectacular glaciers show."

"Delightful, almost ecstatic in truth, this rocking on the glassy swell; this starry sky which is only a vertical distance of cascades falling from the bluffs; this trolling for five-pound trout; this disembarking on some rocky point and climbing a granite pinnacle, which a perfect mass of mountains, streams and forests, lies extended below."

This is one of the deepest canyons on earth. Not such another furrow has Time wrought on the face of the Western Hemisphere, at least. At some vertical 5000 feet, it rises almost to the edge. Here too, soundings of 1700 feet have been necessary to touch bottom.

Over a mile and a half of verticality. This surpasses in depth Yosemite, Yellowstone, Columbia, or even Colorado Canyon.

Colorings Are Beautiful.

"For immensity, for a certain chaotic sublimity, for the rich and sombre grandeur of the purple and garnet, dusky and indigo-tinted shore views, Chelan surpasses all the others, while in its water views—such colorings and such blendings, light-green, ultramarine, lapis lazuli, violet, indigo, almost black—such light and shade, such of glass mingled with fire," where every cloud in the changing sky and all the untold majesty of the hills find their perfect mirror, such hues and forms, this Chelan is without a rival.

"The chief point on the lake for photographing, hunting, fishing and climbing, is Railroad Creek, 50 miles up the lake. Railroad Creek comes from the 'Door to the World,' having its source in the very heart of a great group of glaciers, it descends probably 6000 feet in 25 miles. It is swift. The sunsets are of a color, high and even boulders down its cataraet bed is fairly appalling. The very earth quivers beneath its fall-like strokes."

"The sunset effect looking up the lake from Railroad Creek are marvelous, though, alas, the cool black and white of a photograph cannot preserve the wealth of coloring. The illumination of all gems, which for a few transcendent moments fills the mighty canyon 'bank-full' with such radiance, that one might think it the gathering place of all the rainbows of earth. From the floods of glory there falls into the lake a seeming rain of pearls and rubies, barred with stripes of gold and crimson."

The entire Chelan region, for an area of probably 10,000 square miles, is perfectly gridironed with canyons. Many of them have never been explored or even entered. In them are myriads of lakes, waterfalls, parks, glaciers, and in fact every species of mountain attraction. There is no question that within this vast corridor of mountains there are more glaciers than in all the rest of the United States combined. Travelers have asserted that the Alps in no respect, except historical association, surpass, and some say, do not equal this crowning glory of our great Northwest state.

Great Mist Arises.

"Four miles up the Stehekin we reach Rainbow Falls, heralded by distant gust and eddies of mist, which at first seem to be from woods on fire. But a dull roar, a harsh rumble, then a lighter splash, and we see that what at first had seemed smoke eddying out of the canyon wall is the mist driven before the gusts created by the falling torrent. With a few more hurried steps we find ourselves before a fall 30 feet high. Its clouds of spray swirl like a thunder-shower, drenching the rocks and trees far around. Picking our way amid the peeling mist to the top of slippery hillocks from which we can look right down into the very heart of the fall, we see, swinging against the mist a per-

fect rainbow, a complete double circle, a blaze of luster. The bridge of Iris or Helmdall, we say—but no; it is no more a bridge, it is a perfect circle, the symbol of eternity.

"Imagine a park of four or five thousand acres set with grass and flowers, filling with ice-cold streams of water, clear as crystal and dotted here and there with trees of the most exquisite beauty. On every side except the one down which the creek descends, stupendous, glacier-crowned and pinnaled peaks generate the blue-black sky at an elevation of 10,000 or 11,000 feet. At the south side of the park lies Glacier Peak, a mile long and half as wide, margined with vivid grass, brilliant flowers and trees of the Alpine type, clear as crystal, unless darkened by some sudden scud from the heights.

"Divide" Is Thrilling.

"Passing west of Glacier Lake through the enchanted North Star Peak, a veritable land of Beulah, we climb 1000 feet higher and find ourselves at one of those thrilling points in the mountains, a 'divide' we are on the crest of the Cascade Mountains. To the east the water flows to Lake Chelan, thence to the Columbia and thence to the Pacific by a journey of 6000 miles. To the west the water descends through the Sauk and the Skagit to Puget Sound, only 150 miles away. This pass is almost always wrapped in clouds and it is fittingly known as Cloudy Pass.

"But the greatest sight, the crowning feature of all this panorama of sublimity lies in Glacier Peak, seen from Cloudy Pass. This is pre-eminently the storming, the 'cloud-compeller' and rarely can one catch an unobstructed view of its glistering cone. As he stands on the divide he caught the base and part of the double crown of the mighty mass. Glacier Peak is the 'great unknown' among the Washington peaks. It is a virgin, untraveled, untraveled Switzerland.

Glacier Park, which is about the height of Mount Baker, approximately 10,000 feet, is the center of the most magnificent glacial system in the United States. From its mountain heights, no less than 40 snow-peaks can be seen at a single glance. The view is said to surpass that of the famous Rhigi in Switzerland.

RIPLEY SCORES THEODORE

Santa Fe President Says Colonel Is Really Destructionist.

LOS ANGELES, Cal., Dec. 18.—"I do not believe the railroads would view him with equanimity," was the manner in which E. P. Ripley, president of the Santa Fe, expressed himself when asked tonight how he regarded Theodore Roosevelt as a 1912 Presidential possibility. Continuing, Mr. Ripley said: "The people who are boasting of the so-called progress in government are destructionists—nothing else. Their work is not building up, but tearing down. We are struggling under too much legislation of all kinds, but particularly of the so-called progressive stamp."

"The railroads have nothing to expect from either party. As being a Democrat tonight how he regarded Theodore Roosevelt as the least objectionable of recent legislation.

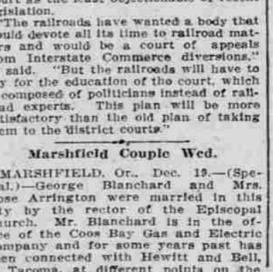
Mr. Ripley considers the Commerce Court as the least objectionable of recent legislation.

"The railroads have wanted a body that would devote all its time to railroad matters and would be a court of appeals from Interstate Commerce decisions," he said. "But the railroads will have to pay for the education of the court, which is composed of politicians instead of railroad experts. This plan will be more satisfactory than the old plan of taking them to the district courts."

Dr. Lyon's PERFECT TOOTH POWDER

is packed in a dust-tight metal box, with patent measuring tube, which is both safe and convenient for tourists.

Count where they own electric and milling plants.



Old-Fashioned Clear Toys

Recalling the gladness these familiar toys used to bring us at Christmas time, we decided that many of the people of Portland might remember them the same way; so we have provided a supply of them. They are most appropriate for decorating the Christmas tree or filling the children's stockings. Price 25c Per Pound.



Try this Egg-nog

Beat the yolks of six eggs and half a pound of sugar-together until it is a froth. Add half a pint of Good old GUCKENHEIMER Pure Rye BOTTLED IN BOND

