

# BRIDGE QUESTION CAUSES ARGUMENT

### Council Members Make Many Objections to Proposed Lease by City.

### ESTIMATED RENTAL \$40,000

### Proposal Made to Pay Builders 5 Per Cent of Upper Deck Cost and Repairs—Trolley Right Worth \$18,000 a Year.

When tentative plans for the settlement of the new Harriman bridge controversy were submitted to the City Council yesterday by Mayor Rushlight and City Attorney Grant, there followed a storm of Councilmanic objection which indicated that before the problem settled there may be as much controversy within the Council chamber as there has been between the city and the railroad on the subject of the bridge. The objections came from a report made to the Council by the Mayor and City Attorney in which it was shown that the city has prepared a lease under the terms of which an annual rental equivalent to 5 per cent of the cost of the upper deck of the bridge is to be paid in addition to the cost of repairs and maintenance.

According to the arrangements, as announced yesterday for the first time, the Portland Railway, Light & Power Company is to use the new bridge at an annual rental of \$18,000, which will leave the cost to the city of about \$22,000 in addition to expenditures for repairs and maintenance. This agreement with the streetcar company was announced by the Harriman officials, who say that a tentative contract has been entered into between the O. W. R. & N. Company and the Portland Railway, Light & Power Company, dependent upon the ability of the latter to secure a permit to reach the bridge over the approach which is controlled by the city and which cannot be crossed by the streetcar company without a franchise or a revocable permit. Both have been refused by the Council so far.

**Modjeski to Be Employed.**  
The Mayor introduced in the Council meeting a resolution giving him power to secure the services of Ralph Modjeski, engineer for the new bridge, to check up the figures of the company regarding the cost of the upper part of the new steel bridge, so that the city can secure the rental on which to determine what the rental of the bridge is to be on the basis of 5 per cent of the cost.

After considerable argument this resolution was amended and Engineer Modjeski will ascertain the cost of the entire bridge and segregate the cost of the upper deck. The figures on the entire cost are desired for use in case the city ever desired to purchase the bridge, as was suggested at the meeting by Dan Kellner, president of the East Side. The amendment, which was adopted by the Council, and Engineer Modjeski will be engaged as soon as possible. It is announced that the cost to the city will be about \$2500, and it is believed the work can be done within a few weeks. The city has previously objected to the payment of \$2500 for the services of Mr. Modjeski, declaring that City Engineer Hurlbut could do the work.

A tentative lease has been prepared by Attorney W. W. Cotton of the O. W. R. & N. Company and City Attorney Grant was introduced at the meeting, and it was reported that the Council has agreed to accept the lease which indicated that there is a wide difference of opinion among Councilmen as to how the problem should be settled. Under the terms of this lease the city is given one contract and the streetcar company another, the city to pay the difference between \$18,000, which is to be the rental of the streetcar company, and 5 per cent of the cost of the upper deck.

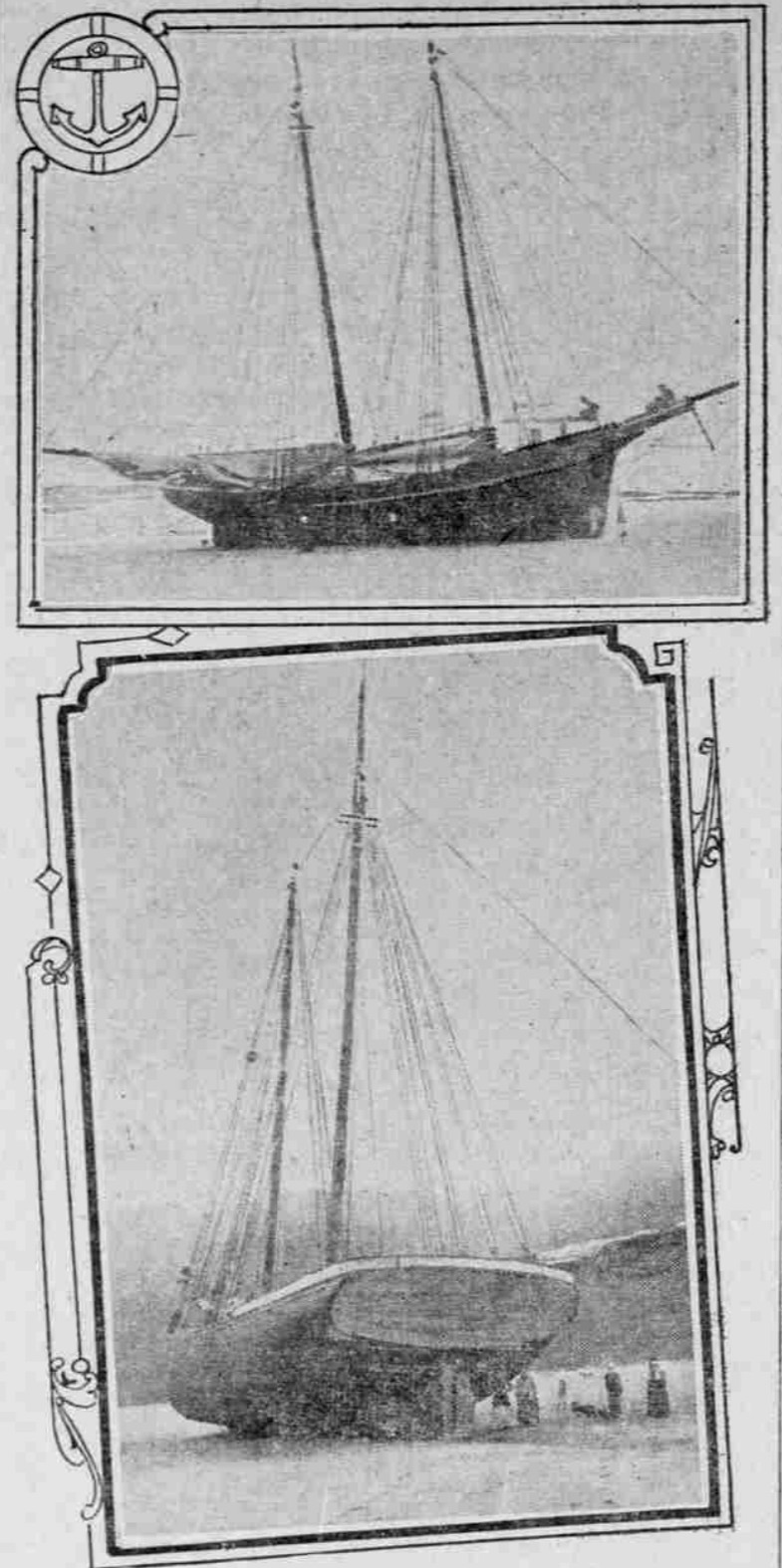
**Councilman Jennings Demurs.**  
"I believe this lease is drawn up for the benefit of the railway company exclusively," declared Councilman Jennings, who was the first to gain his feet after the City Auditor finished reading the proposed lease. "The city apparently has no objection to the lease at all—the terms are to protect the railway company, and not the city. I would not accept a lease of this kind in my own business and I do not believe it should be accepted by us in behalf of the city. What have we got a City Attorney for? He takes the terms dictated by the railway company and does not defend the city's side. I believe it is time we were shutting down on this sort of business."

There are two points in this lease I don't like," said Councilman Clyde, who next secured the floor. "The first is that it gives the railroad company the right to control the operation of the bridge, and makes the city liable for any damage or personal injuries resulting from accidents. The second is that it gives the owners of the bridge the right to operate the bridge for the Portland Railway, Light & Power Company for the operation of streetcars over the bridge. This leaves the city in a position to operate the bridge for the benefit of the railroad company. The city should have the absolute control of the bridge and should dictate to the streetcar company."

**Fate Dealing Urged by Mayor.**  
This motion was lost in the protest of the Mayor that he had such a proposition under consideration and asked as a favor that the motion be withdrawn. "The railroad company officials have acted fair in this proposition," he said. "There should be no effort on the part of the Council, I believe, to act unfairly."

Councilman Meneffe then interposed an objection to the plan of giving the streetcar company a contract separate from that of the city. "It is my opinion that the city should control both the Broadway bridge and the new Harriman bridge, and then we will be in a position to dictate to the streetcar company. If the company gets the right to operate over the new Harriman bridge, it will be in a position to bring us to time of the Broadway bridge. If the city controls both, the city will hold the whip and the company will do the negotiating."

# TWO VIEWS OF VESSEL SENT ASHORE AT NEHALEM'S MOUTH THROUGH CAPTAIN'S ERROR



SCHOONER C. T. HILL.

the remark that the company has the city at its mercy already and it is only a loss of time to fuss over the terms of the proposed lease. He suggested that the Council "call off its dogs" and let the deal go through, as it was only a case of time before it would have to be done anyway.

Attorney Cotton declared to the Councilmen that the city is getting a good bargain out of the bridge rental plan as it is being worked out. "I believe that figuring the amount invested in the Burnside or other bridges and deducting the depreciation, you will find that the new bridge will not cost as much as any of those bridges," said he. "As to the proposition of the railway company having arranged to rent the bridge to the streetcar company for \$18,000," continued Mr. Cotton, "I will say that I believe a tentative contract has been made, but if the city desires, we will attempt to remove that contract, if possible, and give the entire upper deck of the bridge to the city."

**"Rental Too High," Says Councilman.**  
At this juncture Councilman Jennings arose and declared 5 per cent on the cost of the upper deck of the bridge to be too much. He held that 4 or 4 1/2 per cent was enough. Attorney Cotton answered that the Secretary of War has designated 5 per cent as a fair amount. In the terms of a resolution adopted, along with the resolution to engage Engineer Modjeski, the City Attorney and the Mayor are authorized to continue negotiations for the use of the bridge by the city. The Mayor promised to undertake negotiations to secure for the city the entire bridge, so that the city can sublease to the streetcar company.

**TALLEST POLE GOES SOUTH**  
Astoria's Gift to 1915 Fair Being Towed in Log Raft.  
Safely stowed in the big Hammond cigar-shaped raft that is being towed south by the steamer George W. Tenwick, is the world's largest flagpole. The stick measures 225 feet and is the gift of Astoria to the Pacific Exposition Commission at San Francisco. The pole was felled by a crew of the Whitney Lumber Company, which presented it to Astoria to be erected on the site of the Centennial exposition there, but owing to its great height it was not placed.

**DOCK BONDS DRAW INQUIRIES**  
Eastern Houses Write for Information Concerning Next Issue.  
Inquiries are being received at the office of the Commission of Public Docks concerning the sale of \$1,000,000 of bonds, for which bids will be opened August 26, from prospective investors in New York and other distant financial centers. The securities will be issued in denominations of \$1000 each

# PORTLAND FLEET POSSIBLE

## Ship From "Strath" Fleet Secured for Temporary Service in Flour Trade.

### Plan for Raising \$1,000,000 by 200 Subscriptions of \$5000 Each is Occupying Attention of Chamber of Commerce.

"Instead of there being so much talk regarding the proposed Oriental service, we are confident there will be a definite proposition placed before the general committee," said S. M. Mears, of the Oriental Steamship line committee of the Chamber of Commerce last evening, following a discussion of certain details between himself and T. B. Wilcox, of the Portland Flouring Mills Company. F. C. Knapp, president of the Chamber of Commerce, who is the third member of the subcommittee, was absent from the city.

One of the ships from the "Strath" fleet is to be secured to come to Portland in September and take a cargo of flour for the Orient. T. B. Wilcox made the announcement of the arrangement yesterday.

Mr. Wilcox and his committee have been working for some time, devising ways and means to secure direct and continuous steamship service out of Portland to the far East. The name of the vessel which is to be sent here has not yet been learned, but it will be capable of carrying about 70,000 barrels of flour.

"This arrangement clears up the situation for flour for September and well into October," says Mr. Wilcox, and he is confident that the further arrangements for the future.

A meeting of the Oriental commerce committee of the Chamber of Commerce was held yesterday morning. The action taken was kept secret. The plan for raising \$1,000,000 by 200 Portland business men in individual subscriptions of \$5000 each, was discussed. Already 40 business men have agreed to contribute to the fund to provide steamship service for Portland with the Orient, and the committee of the Chamber is working actively in the campaign to secure the full subscription.

**RATE ON FLOUR IS ADVANCED**  
Last Waterhouse Vessel to Orient Takes Cargo at \$5.  
Flour was booked for shipment on the Oriental liner Hercules, which is due to sail August 1 from Portland, and the steamer of the Oriental fleet under the Waterhouse management, at \$5 a ton by a firm here. The shipment goes to Japan, and the ruling rate is about \$3 a ton, but space is at a premium.

The space was arranged for last week, and the shipper considered himself fortunate in getting it, inasmuch as it was reported that all reservations had been made, and even two weeks ago space on vessels sailing from Portland until the latter part of October had been reserved. Flour will move on the liner Orteric, which reached port yesterday and began discharging inward cargo, at \$2 to Japan and \$4.50 to Manila, because it was the former, the deadlock will continue.

**KLAMATH CASE SETTLED**  
DECISION OF IMPORTANCE TO PROPERTY OWNERS MADE.  
Lands for Which Irrigation Water is Not Yet Available Not Liable for Assessments Decried.  
The history of the case is as follows: When the Klamath project was inaugurated the plan covered about 200,000 acres of land, which it was proposed to reclaim as soon as it was possible for the work to be done. A large portion, in fact nearly all of this land, was in private ownership, and it was necessary for the owners to subscribe to the agreement to repay the Government, in 10 installments, the cost of building the project. At the same time they subscribed to the articles of incorporation of the association.

The association has been levying assessments to meet its expenses on all the lands subscribed, regardless of the fact that the majority of the lands are not yet reclaimed. The land in question is situated in the Second Unit, on which work has just begun, but a farmer who has been paying his assessments for several years declined to pay further. It is understood that he represents a number of landowners who have made common cause in this case.

The Klamath project has been unfortunate in this respect, as the greater number of other projects are mainly Government land and the work need not be held up for signatures. The Dale Lake and Modoc Units are nearly all Government land and the first-named is being reclaimed by the drying up of the waters of the lake. The other will follow as soon as the conditions warrant the expense.

**EX-CONVICT SHOOTS CITY MARSHAL.**  
BUTTE, Mont., July 29.—Charles Davidson, City Marshal of Columbus, Mont., was shot fatally Saturday night by Homer Potter, an ex-convict, whom he tried to arrest. Davidson died in minutes, but not before he fired four shots into Potter, whose condition is critical. Davidson came to Montana from Kansas.

**TWO STOWAWAYS AND TWO OF CREW ARE MISSING WITHOUT LEAVE.**  
United States Immigration Inspector Barbour has a puzzle to unravel that would probably confuse a vaudeville handoff king, because Captain K. Nishikawa, master of the Japanese tramp Isokuto Maru, which is discharging oak logs here, reported yesterday that two stowaways had jumped overboard and escaped when the vessel was passing Sauvie's Island, despite the fact they were handcuffed together. It was added that the men had been locked in a room on the berthed deck, yet they kicked the door panels out. As they were going over the side, the chief engineer, T. Toyoura, grabbed one stowaway by an ankle but the latter reached back and stabbed him in the shoulder.

Mr. Barbour was informed yesterday that a fisherman near Kalama had found a Japanese afloat on a plank and turned him over to the authorities. The man had no index finger, he slipped the bracelets and got separated from his comrade was not told. The skipper said he did not wish to lower a boat when the men escaped for fear the ship would go aground. Just to show how easy it was to get away two members of the crew, K. Kawaka, a coal passer, and Y. Tei, a cook, made their escape the yesterday morning. Now the skipper will have to pay the expense of bringing the lone Japanese from Kalama and may be otherwise inconvenienced before his ship gets away for Mr. Barbour is decidedly tired of having every Japanese ship calling here lose a few of her sailors with such characteristic Oriental ease.

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**TONNAGE RATES ARE CLIMBING**  
San Franciscans Pay 40 Shillings for Barley Carrier.  
Mail advices from San Francisco received in Portland yesterday have revealed a greater unrest among grain exporters who realize they must have additional sailing tonnage this season. Rates for barley from Golden Gate have taken a jump, 40 shillings having been paid last week for the French bark Hoche. The vessel had been taken previously by Hind & Co. at 30 shillings and rechartered by them at an advance of 10 shillings.

From the same source it was learned that 40 shillings was bid for the Golden Gate, but the owners were asking 45 shillings. The Benhamps and Ernest Reyer were held at 25 and 26 shillings respectively. The Hoche, though of course it could not have been secured on the same basis last week.

The engagement of the Zadora to load wheat here at 24 was at an advance of 15 over the previous charter and it is not doubted that the freight will climb to the 45-shilling mark soon. As large a tonnage as possible must be obtained to move it, this promises to be a banner year for the shippers.

**Marine Notes.**  
After discharging inward cargo from San Francisco, the British bark, the Yukon, but retired several years ago. Work of loading the British bark, the Battle Abbey with lumber will start at St. Helens today. She is under charter to J. J. Moore & Company and will clear for Newcastle, N. S. W. The 2000-gallon tramp Guernsey, which loaded 2,400,000 feet at the Hammond mill, is to work the remainder of her cargo at Westport. She is to sail for Cape Town. The steamer San Jacinto went from Manzanillo to Rainier to finish loading lumber.

**Columbia River Bar Report.**  
Condition at the mouth of the river at 9 P. M. smooth; wind northwest, 24 miles; weather, clear.

**Tides at Astoria Tuesday.**  
High, 1.94 P. M.; Low, 7:59 A. M.; 2:02 P. M.; 8:53 P. M.; 3:31 A. M.; 9:32 P. M.

**Lumber Rate Advance Suspended.**  
WASHINGTON, July 29.—Notable advances in the freight rates on lumber proposed by Southern, Southwestern and Western railroads today were suspended by the Interstate Commerce Commission from August 1 until November 23. The suspension affects practically all of the railroads in the United States.

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Swarthmore, Penn.—"For fifteen years I suffered untold agony, and for one period of nearly two years I had hemorrhages and the doctors told me I would have to undergo an operation, but I began taking Lydia E. Pinkham's Vegetable Compound and am in good health now. I am all over the Change of Life and cannot praise your Vegetable Compound too highly. Every woman should take it at that time. I recommend it to both old and young for female troubles."—Mrs. EMILY SUMMERSGILL, Swarthmore, Pa.

Baltimore, Md.—"My troubles began with the loss of a child, and I had hemorrhages for four months. The doctors said an operation was necessary, but I dreaded it and decided to try Lydia E. Pinkham's Vegetable Compound. The medicine has made me a well woman and I feel strong and do my own work."—Mrs. J. R. PICKING, 1260 Sargeant St., Baltimore, Md.

Since we guarantee that all testimonials which we publish are genuine, is it not fair to suppose that Lydia E. Pinkham's Vegetable Compound has the virtue to help these women it will help any other woman who is suffering in a like manner?  
If you want special advice write to Lydia E. Pinkham Medicine Co. (confidential) Lynn, Mass. Your letter will be opened, read and answered by a woman and held in strict confidence.