

FRIGHT COST ADDS TO ENGINEERS' PAY

Because of Long Haul of Steel for Bridge, Designers Will Collect About \$8000.

EXTRAS WILL ADD ALSO

Under Contract Harrington & Waddell Will Get More If Cost of Interstate Span Is Run Up.

Why should Waddell & Harrington, of Kansas City, as designing, consulting and supervising engineers of the Columbia River Interstate bridge, get a commission of 5 per cent on the freight charges for steel and other materials to be used in the construction of the bridge?

That is one little phase of the proposed contract with this firm, giving them a straight fee of 3 per cent on the total cost of the bridge, not as yet explained.

Here is the case: Steel, at present prices, costs \$52 a ton manufactured at Pittsburg. The approximate amount of steel that will be required for the bridge is estimated at 19,000 tons. At present prices, then, the cost of steel at the mills would be about \$980,000.

Percentage on Haul Is \$6000. But the freight cost between Pittsburg and Portland is \$16 a ton additional. On 19,000 tons, the freight charges alone would be \$304,000. Five per cent of that is \$15,200. That is what Waddell & Harrington would receive in commission on freight charges on steel alone, under the present contract basis upon which their contract has been drawn up.

In other words, if the Columbia River Interstate bridge were built at Pittsburg, the commission of the supervising engineers on the steel on the 5 per cent basis would be \$24,000. Because the freight charges between Pittsburg and Portland total an additional \$304,000, however, the engineers, for doing the same supervisory work in Portland as they would do in Pittsburg, can add, under the contract, a clear \$8000 to their fee.

Steel will be the only material on which freight charges will have to be paid. There will be large quantities of cement.

Under the contract as it is drawn up, the amount of the firm's commissions would be greater in direct ratio to the length of the freight haul and the amount of the freight charges.

Cost Not Restricted. No safeguard against such a practice is contained in the contract, which provides that the engineers shall receive a straight commission of 5 per cent on the total cost of the bridge and approaches.

Nor does the contract provide for a maximum commission provided in the same issues, it would be to the advantage of the engineers, under the contract, to spend as near to the limit of extra as they can get. The question of extras, which raised a hubbub still recalled in connection with the building of the Hawthorne bridge, also comes into the case. While the Commission has said that there can be no extras in excess of the funds provided by the bond issue, it is nevertheless within possibility that the firm might be able to get extras that do not exceed the limit. On all such extras the engineers would also get a straight 5 per cent commission.

Maximum Held Possible. County Commissioner Holman, asked about the absence of a maximum commission in the contract, said yesterday that he thought a maximum figure might be arranged. He added that he was proceeding on the business theory that there were honest men in the world and that the firm of Waddell & Harrington, highly recommended as it is by the highest authorities as bridge builders, is an honest concern.

Who named a maximum figure was Ralph McJannet. In his proposal, he agreed to do all the engineering work, including designing and supervising, mill, shop and field inspection, and everything necessary, for \$65,000, from which he also agreed to refund to the individual contributors the \$3000 previously paid in the form of preliminary surveys and other work.

Even more specific in naming a definite maximum figure was the Strauss Besoule Co., of Chicago. Its proposal also included all designing, supervision and inspection. The proposal said: "For these services our fee will be 3 1/2 per cent of the total cost of the entire bridge, but in no event more than \$7,400."

Commissioner Holman yesterday made public the proposals received from the competing engineers. They follow: Lucius & Luettich, of Portland, offered to do the designing and supervising work for the bridge, which they estimated to cost \$1,611,350, for a commission of 3 1/2 per cent, or approximately on a basis of 5 per cent.

One Bid Is 3 1/2 Per Cent. W. B. Bell and George Rae, of Portland, offered to furnish plans, details and specifications, and to supervise the construction of the bridge and approaches, for 3 1/2 per cent of the total cost.

C. E. Fowler, of Seattle, who has been especially highly recommended as a bridge engineer from many sources, offered to design and supervise the bridge for \$43,500. This offer did not include mill, shop and field inspection of materials.

A. C. O'Neil, of Portland, was for 5 per cent of the total cost. Crocker & Moore's offer was for \$1,000.

Bowerman & McCloy offered for 3 per cent to assist in supervising the construction of the bridge, to supply all inspectors and inspection charges, borings, etc., or for 4 per cent of the cost to attend to all details.

The Elliott Contracting Company, of Portland, was for 3 1/2 per cent of the contract price. Their proposal did not mention inspection.

Hedrick & Cochran, of Kansas City, agreed to do all engineering work for 4 per cent of the total contract.

Company Names Maximum. The Strauss Besoule Company's offer covered all details, including inspection, for 3 1/2 per cent of the total cost, but not to exceed \$7,400.

Henry B. Seaman, of New York, a bridge engineer of national reputation, submitted figures to the commission in the nature of memoranda for from \$25,000 to \$30,000.

Waddell & Harrington, the successful firm, included everything from designing and supervising the structure to making all inspections, surveys and borings and attending to the application to the War Department.

engineering services required," was their proposal. A mass meeting in the Central Library tonight, called by J. H. Nolte, the bridge contractor is to be discussed. A lively discussion is expected.

FLOOD DANGER POINTED OUT

Bridge Approach Under Railroad Tracks Opposed in Vancouver.

By EDSON M. ROWLEY. VANCOUVER, Wash., Jan. 2.—(Special.)—There is a great effort on the part of a few engineers in Vancouver to have the Board of Commissioners for the erection of the Interstate bridge between Oregon and Washington decide in favor of the Spokane, Portland & Seattle railroad track on the Vancouver side of the river, and in connection therewith to place a few feet of the street-payers and public at large against the location of this bridge where it will be necessary to approach it under the railroad tracks.

The top of the rails of the track is about 10 feet above high-water mark established in 1884; the lower side of the viaduct under which it would be necessary to go, is about six feet above the high-water mark. It is admitted that a 10-foot clearance for the tracks and three-fourths of the freight that will cross this bridge will cross it on electric cars; therefore to accommodate the greatest number of people and the largest amount of freight, provision must be made for the largest electric cars, and the cars are growing larger every year. The largest cars for passengers must have a clearance space of about 20 feet, and freight cars of about 22 feet. The high-water mark, established in 1884, is 24 feet above low-water mark, and the lower side of the viaduct six feet above that mark makes the top of the clearance approach 10 feet above low-water mark; deduct the 20 feet for clearance space and we shall have at a flood stage of 21 feet, one foot of water on the car track, which will put the electric cars out of service.

The following shows the maximum surface of the Willamette river at Vancouver as recorded by the United States Weather Bureau. The record at Vancouver is about one foot higher:

Table with 3 columns: Year, Stage, Stage. Data points for years 1870-1895 showing water levels.

This shows that the bridge would have been out of service from three to five weeks, or more, out of 33 years of the life of the bridge. It is fair to presume the future average will be about the same.

There still is another and more important reason why the approach should not pass under the railroad tracks. It is that the present approach is a high-water mark, and the Interstate bridge will be as high, which will necessitate, if the approach passes under the railroad track, a 10-foot clearance for the tracks, a 10-foot clearance for the tracks, a 10-foot clearance for the tracks.

Contract Might Be Swayed. It has been suggested within the last few days that it would be possible for the engineers to be induced to prepare plans so that any certain favored set of contractors might be able to bid on them to advantage over their competitors.

As the engineers are the sole professional advisors to the bridge board, it would be easy also, it is pointed out, for the engineers to recommend any contractor of their own choice.

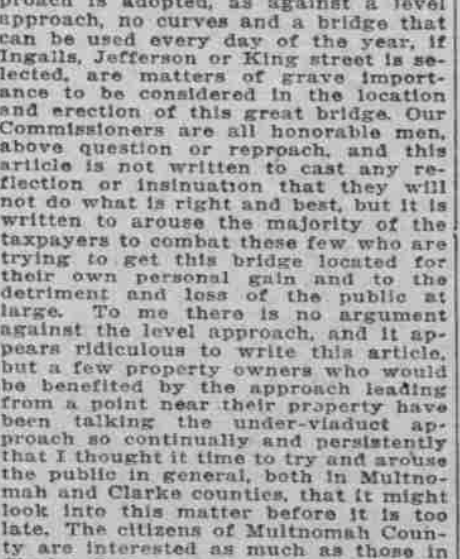
Mr. Harrington insists, however, that past relations with the Pacific Bridge Company will not govern—not even influence—his firm in its relations with the local bridge board in the event the contract finally is approved.

Although the Waddell & Harrington bid has been accepted by a majority of the Multnomah County Commissioners, and signed by them, it has not been approved by the Governor and is not binding until it finally is delivered to Waddell & Harrington.

County May Reject Bid. "If the Multnomah County Commissioners choose to rescind their action tomorrow we have no recourse whatever," said Mr. Harrington. "We would not attempt to exercise any power that we do not have. We have been to no expense excepting that in connection with my trip out here and if the county doesn't finally accept the contract the people here don't owe us a cent."

Saying his firm has no secrets to conceal from the people Mr. Harrington submitted the following copy of his bid to the bridge board: Portland, Oregon, Dec. 19, 1913.—To the Board of Commissioners of Multnomah County, Oregon.

CARTOONIST, SPURRED BY EDITORS, MAKES GOOD ON VAUDEVILLE STAGE.



Bert Fitzgibbon, the originator of the daffydill act at the Orpheum this week, says he started out in life as a cartoonist, but somehow the editors couldn't see his work and he was being able to do anything else, went into vaudeville.

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NEW ELKS PROMISED 200 Government Will Provide Animals for Cost of Capture and Freight.

The Washington Park zoo is to have a new family of elk. Word was received yesterday by Park Superintendent Mische from Washington, D. C., that arrangements had been made to donate to the zoo four males and two females from the Yellowstone National Park provided the city will pay the cost of capturing and shipping them.

The city has had an application for elk before the Government for several months. Mr. Mische says the city is more than anxious to get the animals. It is probable several of the elk herd at the zoo at present will be sold or liberated.

COLUMBIA RIVER BOARD, DECLARES ENGINEER

J. L. Harrington, of Firm Favored for Bridge Job, Says Price Set Is Final.

COPY OF BID IS GIVEN OUT

Member of Concern Tells of Friendliness of Pacific Bridge Company, but Says Relations Would Not Interfere.

"There is no need for the people to be alarmed. The contract has not been delivered to us. We have no claim whatever against the county," says John Lyle Harrington, of the firm of Waddell & Harrington, bridge engineers of Kansas City, which has been awarded the engineering contract for the proposed Interstate bridge across the Columbia River between Portland and Vancouver, Wash.

"Our offer to draw the plans for the bridge and superintend its construction for 5 per cent of the cost is bona fide and the same price that we make to all our clients. We offer no discount. We get either 5 per cent or nothing. Rather than take less we would throw up the contract."

He pointed then to the fact that his firm received 5 per cent for building the Hawthorne bridge and the Harrington bridge across the Willamette river in Portland and declared that the same figure had been paid for scores of other bridges, railroad and highway, in various parts of the country.

Pacific Company Friendly. Mr. Harrington was asked about the relations of his firm with the Pacific Bridge Company, of Portland. He admitted that H. C. Campbell, a member of that company, had spoken in a friendly way to Rufus Holman, chairman of the Multnomah County Commissioners, in behalf of Waddell & Harrington.

The supposed friendliness between the Pacific Bridge Company and Waddell & Harrington perhaps developed during the time the Hawthorne bridge was built, it has been suggested.

The contract for the structure on the Hawthorne bridge was awarded to Waddell & Co. in which Mr. Campbell, C. F. Swigert and other members of the Pacific Bridge Company, it is generally known, are financially interested.

"But we are here without pledges or without promises to the Pacific Bridge company or to anybody else," declared Mr. Harrington, emphatically.

"The bridge board has full power to let the contract for the new bridge. It is immaterial to us to whom they let it."

Full and complete investigation will be made into the alleged attempted bribery of County Commissioner Hart in connection with the choosing of an engineer for the new Columbia River Interstate bridge, said District Attorney Evans last night.

Commissioner Hart reported to representatives of two firms who were candidates for the position of engineer for the new Columbia River Interstate bridge, said District Attorney Evans last night.

CHURCH DECISION NEAR BISHOP COOKE SOON TO SETTLE METHODIST CONTROVERSY.

Bishop R. J. Cooke announced last night following the presentation from the congregation of the Methodist Episcopal Church of an appeal for a settlement of the controversy regarding the consolidation with the Taylor street congregation, that he would give his decision within a short time and that that decision will be final.

There never was a time when the church was divided more to set an example of obedience to authority than now. If a man in the Methodist Episcopal Church cannot be obedient to his government it is then his solemn duty to leave the church in order that other whose laws he can obey or to no church and be a lawless man."

Seaside Band Gives Dance. SEASIDE, Or., Jan. 2.—(Special.)—A dance was given Wednesday night at the Octagon pavilion by the Seaside Band. The proceeds will help to pay for the new instruments purchased some time ago.

Columbia River Interstate Bridge Commission, the Commissioners of Multnomah County, Oregon, and the Commissioners of Clark County, Washington. Mr. Rufus C. Holman, Chairman.

1. Preparation of general plans and detailed estimates of cost for all types of structures, in all locations you wish to consider, and advising you regarding all matters pertaining to the work.

2. Preparation of complete detail plans and specifications for the entire structure in every part thereof. The designs and drawings for all machinery, as well as every other part of the structure, are made in our office, and by our own staff.

3. Inspecting the construction, including baselines, triangulation work, and all surveys necessary for the laying out, abutments, approaches, etc.

4. Inspecting and testing the cement, and inspecting the concrete, and the laying out of gravel, stone, and all other materials of construction at the bridge site.

5. Inspecting the fabrication, and making tests and analyses of all metal.

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23. Inspecting the fabrication, and making tests and analyses of all metal.

24. Inspecting the construction, including baselines, triangulation work, and all surveys necessary for the laying out, abutments, approaches, etc.



Brides— There is no better way to solve the problem of economy in your new home and at the same time to provide only the best for your table than to serve

Ghirardelli's Ground Chocolate advertisement with logo and text: "This wholesome food-drink combines everything a healthy family enjoys. It makes any meal taste better and digest easier. And because of its nutritive qualities it goes farther than any other beverage."

OREGON UNIVERSITY HOUSE PART HERE Miss Helen Werlein Hostess to Classmates, Who Are Much Entertained.

DELTA GAMMAs TO DANCE Misses Katharine Northrup, Bertha Kincaid, Hazel Barts, Alice and Beatrice Thurston, Sybil Hager and Pear Gibbons, Guests.

BRIBERY INVESTIGATION IS DUE District Attorney to Have County Commissioner Before Grand Jury.

CHILDREN TO SEE SHOW SPECIAL MATINEE ARRANGED AT KODAK EXHIBITION.

Form the Habit This Year of taking your lunches in the Rathskeller GRILL

When a grocer returns a dissatisfied customer's money, she keeps what is left of the goods.

Hotel Oregon Wright-Dickinson Hotel Co., Props. Chas. Wright, Pres. M. C. Dickinson, Managing Director.

"A Check Is a Receipt" Pay all bills by check and so avoid disputes. We invite your account.

LUMBERMENS NATIONAL BANK FIFTH AND STARKS

Schilling's Best was your first definition of moneyback.

A Schilling & Company San Francisco