

BASCULE DRAW IMPRACTICABLE

What Engineers W. B. Chase and W. C. Elliott Say of the Proposition.

AGREE WITH MODJESKI

Declare That the Working of Such a Bridge Would Be Impossible and Point Out Alleged Defects.

A bascule draw for the Swan Island bridge, instead of a pivot draw—the kind now used for the four Willamette River bridges—was declared impracticable and undesirable by W. B. Chase, who designed the Burnside bridge, and by W. C. Elliott, who as city engineer, supervised the building of the new Morrison bridge.

These two men say a bascule draw long enough to span the channel would be bigger than any ever built. They bear out the opinion of Ralph Modjeski, chief engineer for the Portland-Vancouver bridges of the north-bank road, who says that a bascule draw spanning the 300-foot channel below Swan Island would be so huge and ponderous as to be impracticable.

River Pilots Want Bascule.

But the bascule type is what the river pilots want, in order to avoid placing a pivot pier 40 feet wide in the middle of the channel, for the swing draw to rest on. A bascule draw consists of two sections or leaves, which swing up in the air, opening a gap for passage of ships, and when lowered fit together like the rest of the bridge for traffic across the river. The pivot draw is the kind that is known to all residents of Portland; it swings on a pier in the channel, opening a gap on each side of the pier.

Gaps in Bridges.

These gaps in the Burnside bridge are each 157 feet wide; in the steel bridge, 156 feet; Morrison bridge, 146; Madison bridge, 122 feet. In the draw proposed by the north-bank road, they would be 295 feet. To span the channel at the Swan Island bridge, the bascule draw would have to be between 250 and 300 feet long. To determine the merit of the bascule span, a special committee of the Port of Portland Commission will start for the East this morning over the O. R. & N.—A. L. Pease, acting president of the commission; John Brown, chief engineer of the commission, and J. B. C. Lockwood, engineer for the port. The committee will visit ports where the bascule draw is in use, and will endeavor to learn whether at Swan Island it would reduce to a minimum the objection of the pilots to a bridge.

Says Plan Is Foolish.

"It is foolish to propose a bascule span for the Swan Island bridge," said W. B. Chase yesterday. "The committee of the Port of Portland Commission, which is to be organized, will be of the opinion that a bascule draw never yet has been made so big as to span the channel below Swan Island. The span should be made big enough to span 250 or 300 feet. It would be so huge as to require a large amount of power to operate it; that the wear on the machinery would be very great, owing to the extreme weight of the structure, and that the machinery could be repaired with difficulty, owing to the fact that the bridge would be constantly in use. The span might get stuck" in operation, and that if power or machinery should give out, the span could not be opened by hand, as could a swing draw.

Points Out Objections.

Mr. Elliott also pointed out that for a 250-foot bascule opening, piers at least 50 feet broad would have to be placed at each end and on each side of the channel against the river current, making 180 feet for both piers; whereas a pivot pier for a swing draw would be only 40 feet wide. The biggest bascule draw ever designed, 250 feet clearance, was built for the sanitary district of Chicago. It has piers at each end more than 80 feet broad. Such piers in the Willamette River would probably have a detrimental effect on currents and injure the channel.

Says Operation Is Impossible.

Mr. Chase contends that the operation of a 250-foot bascule draw would probably be impossible in a heavy wind; that the pivot draw, as proposed by the railroad, would be better and safer from every point of view; that, while a 250-foot bascule span might be possible, it would be impracticable, that the two massive piers for the bascule span would be a serious menace to the channel and cause more shoaling than the one 40-foot pier for a pivot draw; that two 250-foot openings on each side of the pivot pier would be better for navigation than one 250-foot opening in a bascule draw.

No Bascule Draw.

"No engineer would recommend a bascule draw for the bridge," said Mr. Chase yesterday, "unless, perhaps, an engineer for its patentees, and I very much doubt that even he would do so. The span would have to be of ponderous size and I have not yet heard of one big enough to open a 250-foot passageway in the Swan Island bridge—this being the width of the channel. The railroad engineers have gone into the question very thoroughly and are right in recommending a pivot draw. Mr. Modjeski's reasons for a pivot draw and against a bascule draw, as contained in his report printed in today's Oregonian, are clear and convincing.

"Every time a draw is built in Portland, this same bascule question comes up, and each time has to be argued over anew, resulting in rejection of the bascule type. When I rebuilt the Madison bridge, the bascule people proposed a 150-foot span for their style of draw, but it was rejected as unsuitable. When the present Morrison bridge was designed it was rejected again, and very wisely too.

Operation Would Be Unsatisfactory.

"While it is perhaps not impossible to build a bascule draw for the Swan Island bridge, big enough to span the 300-foot channel, or even 250 feet of it, the operation of the draw would be unsatisfactory and I believe the structure would prove itself impracticable. Each leaf of the draw would have to be raised 125 or 150 feet in the air. To support its massive weight, a heavy pier would be needed for each span and the two piers would be several times as broad as the one 40-foot pier for a pivot draw. In a heavy gale I believe the bascule span could not be operated, and should the machinery get out of order it could not be worked at all on a pivot draw could be worked by hand.

Two openings through a pivot draw, each 205 feet wide, are more desirable than one through a bascule draw 250

MOTHER GOOSE BROUGHT UP TO DATE—JINGLES AND ILLUSTRATIONS BY HARRY MURPHY



W. B. AYER. Trouble and care Has Mister Ayer. He wants the bridge high—Way up in the sky. The bloomin' cars Will bump the stars. If Mister Ayer Does not beware.

O. P. S. PLUMMER, OF HARMONY LEAGUE. "Love-Feast" Plummer Is a Plummer. Like the dove, He's for love. A suspension Of contention, Says he, by jing, Is sure the thing.

FRANK W. WATERS. Give us a franchise And you'll see dust rise. We'll lay a track To you an' back So quick 'twill seem Just like a dream. We don't bluff. Here's the stuff!

REV. G. L. TUFTS. Reverend G. Tufts Met one of those roughs Who with a gun Solicit num. He read to the crook From the holy book; The reverend gent Made that thief repent.

SENATOR GEARIN. Mister Gearin Got to fearin' That to aspire, Hope or desire His country to serve And his job preserve, Register he must. So it's home or bust.

JUDGE J. B. CLELAND. If from some mut You'd fain be cut; If you're in trouble, Can't work in double Harness, why see Cleland. Sure, he Will get you free! Derrn quick, by gee!

feet wide, because vessels can pass each other easier when going through the draw and can pass log rafts with more safety.

CALM AND SERENE SENATE

(Continued From Page 1.)

out for years in New York, and Chauncey M. Depew, his colleague, has represented the New York Central Railroad and other big businesses which have bought me-out for years. Then there is the Senator Aldrich, of Rhode Island. I know Rhode Island, and I know Mr. Aldrich's standing in that state. Senator Aldrich represents the state organization which has systematically corrupted the people of his state, the very voters themselves who for so much a head have let their Legislators give away to Aldrich and his friends franchises and privileges which they have capitalized and sold out for fortunes to Pennsylvania promoters. And Mr. Aldrich's colleague, Senator Wetmore—he is not so important, but he contributed largely to the campaign funds which were used to corrupt the people of Rhode Island, and therefore he can go into these circumstances later, after we see enough here to form some notion of what they represent here, they and their colleagues, the 30 Senators sent to Washington to represent all of us in all of our 6 states.

Let Us Watch and See.

It is the fashion in Washington to ignore the past of "our" Representatives. That is one reason why the city is so pleasant for them. And it is a fair and practical attitude. Why should Washington question the wisdom of our choice of Governors? But we don't expect to dwell long in Washington. Our view is different. We want to forget the past, too; and we will if "our" Representatives in the Senate, no matter how they get their seats, will represent us. It is only fair, for me, however, to admit a prejudice against the Senate, and having confessed, to explain it. Since the Senate is made up so largely of men such as those I have named, how can it represent you and me in the Senate? I can well believe that there is no bribery there. I can believe that men may perform after most successful careers of corruption; for I have seen such reformers. And I can admire dignity, and courage, and courtesy, and ability. But what I want to ask now is this:

Let Us Watch and See.

Isn't these Senators likely to represent honestly here that same systematic dishonesty that they have stood for at home? Let us watch them this session and see; not without prejudice, but with minds reopened, willing to see the Senate as it sees itself, but insisting also on seeing it as it seems to us to be. (Copyright, 1906, by Lincoln Steffens.)

HIS GLORY GREATER

Full Story of Admiral Clark's Trip With Oregon.

HE TOOK ALL THE RISKS

Navy Department Feared to Order Him From Rio, but He Steamed on to Aid in Winning Santiago Battle.

OREGONIAN NEWS BUREAU, Wash-

ington, Jan. 27.—A complete biography of Rear-Admiral Charles E. Clark, who commanded the battleship Oregon in the Spanish war, is soon to be published in The Vermont, a magazine published in the Vermont. This biography will give to the world for the first time the complete official correspondence between Admiral Clark and the Navy Department and other hitherto unknown facts about the Oregon's famous trip around the Horn and her participation in the Santiago fight.

Some of these revelations will be sensational, particularly that part of the official correspondence which heretofore has been suppressed by the Navy Department. This correspondence shows that Admiral Clark made the trip from Rio Janeiro to join the American fleet solely on his own responsibility. The Navy Department feared that if the Oregon pushed northward without escort she might be captured by the Spanish fleet, whose whereabouts was then unknown, and for this reason the department refused to take the responsibility of ordering Admiral Clark away from Rio.

Having entire confidence in his ship and men, Admiral Clark assumed the whole responsibility and sailed northward. But for his fearlessness in taking the responsibility which the department would not assume the battleship Oregon would not have figured in the battle of Santiago and her name would not have been written, as it is today, at the head of modern American warships. Other facts quite as interesting, bearing on the Santiago fight, will be brought out.

Admiral Clark has repeatedly refused handsome offers from leading magazines to write just this same story, but he finally consented that his biography be printed in his own state, he himself furnishing the facts.

National Bank at Wenatchee. OREGONIAN NEWS BUREAU, Wash-

ington, Jan. 27.—The First National Bank of Wenatchee, Wash., has been authorized to begin business with \$50,000 capital; W. T. Clark, president; Conrad Rose, vice-president; George R. Fisher, cashier.

PRESERVE MULTNOMAH FALLS

Land Around Them Reserved and Power Plans Are Foiled.

OREGONIAN NEWS BUREAU, Washington, Jan. 27.—At the solicitation of citizens of Oregon and on recommendation of the Forest Service, the Secretary of the Interior has withdrawn from entry one section of land on the south bank of the Columbia River, which incloses Multnomah Falls. This action was hastened by recent reports that Multnomah Falls were to be harnessed for power purposes. The land on which the falls are located having been withdrawn from entry, it will now be impossible for private interests to destroy them for commercial or other purposes. What disposition is to be made of this land remains to be determined. It may be decided to make a diminutive National park, or the withdrawal may merely be made permanent and the land allowed to remain in its natural state. Whatever is done, the falls will be preserved for all time.

AFTER BANK-WRECKERS.

Moody Collects Facts, but Is Not Ready to Announce Them.

PITTSBURGH, Pa., Jan. 27.—Rev. A. C. Diefenbach, pastor of the Reformed Church of the Ascension, of Allegheny, who has recently carried on a correspondence with President Roosevelt in connection with the failure of the Enterprise National Bank, of Allegheny, made public a letter today which he received from the President's secretary, William Loeb, Jr., and which contained a report made to President Roosevelt by Attorney-General Moody. The letter quotes the Attorney-General as reporting to the President as follows:

"The bank was looted and the records destroyed. It is exceedingly difficult, therefore, to ascertain the facts with sufficient accuracy to justify the beginning of criminal action, and it would be very unwise to give out any statement until we know exactly the situation. Rev. Mr. Diefenbach asks for information which I think it would be highly improper to furnish now. As the result of patient and laborious investigation we hope eventually to prosecute the parties who were responsible for wrecking the bank.

Used Name Not His Own.

ASTORIA, Or., Jan. 27.—(Special.)—A petition was filed in the County Court today by Gustaf Alfred Kook, asking that his name be changed to Gustaf Alfred Carlson. The petitioner states that, not knowing he had no right to change his name, he has purchased property, been married and secured a life insurance policy under the name of Carlson.

DRASTIC NEW RULES

College Football Men Will Allow No Brutality.

PENALTIES MADE SEVERE

Suspension for One Year for Second Offense—Strict Provisions Against Striking and Holding—Neutral Zone Is Adopted.

NEW YORK, Jan. 27.—The National Intercollegiate Football Rules Committee, after being in session in this city all day, announced tonight the adoption of new rules which, it is believed, will eliminate brutality from the game. Before becoming law, the rules must be ratified at a meeting of the committee two weeks hence.

It was decided that striking with fists, elbows, knees or deliberately kicking an opponent shall be punishable by disqualification for the remainder of the game, and the offending team shall lose half the distance to its own goal line. A substitute shall be allowed in place of the player disqualified. A player disqualified twice in a season shall be suspended from playing football for one year from date of second offense.

Suspension for Striking.

For unnecessary roughness, such as striking the runner with the ball in the face with the hand, meeting with the knee, piling up, striking with the locked hands by linemen in breaking through, tripping, tackling runner when out of bounds and all acts of unnecessary roughness, the penalty shall be a loss of 15 yards. For unsportsmanlike conduct, including abusive or insulting language to opponent or officials, a penalty of suspension for the remainder of the day. It shall be the duty of all the officials to penalize for the above offenses.

Players of the side that has possession shall not hold, lock or otherwise obstruct except with the body, but a player running with the ball may ward off an opponent with his hands. Holding or unlawful obstructing includes grasping opponent with hands or placing hands on opponent to push him away from a player. The definition of holding was finally held over until the next meeting for further discussion. The neutral zone proposition, as expounded by Harvard, was adopted. It

was agreed that there shall be a referee, two umpires and a line-man to each game. For small games, if necessary, there shall be but one umpire.

On the question of opening the game it was decided that any man back of the snapper shall be allowed to make the forward pass, provided it does not extend beyond the line of scrimmage. He may also pass to a man who is in the line of scrimmage. He may also pass to a man who is in the line of scrimmage when the ball is put in play.

Six Men on Scrimmage Line.

Six men shall always be on the line of scrimmage. The five center men shall always be on the line except that one of the center men may drop back at least five yards or more, another man to take his place on the rush line. Not more than six men shall be on the line of scrimmage on defense. The other shall be clearly behind the feet of all the linemen and inside the men on the end of the line.

Three shall be no tackling below the knee, except by the men on the line of scrimmage on defense, but two men on ends of scrimmage cannot tackle below the knee.

Will Tunnel the Alleghenies.

NEW YORK, Jan. 27.—A dispatch to the Times from Pittsburgh says the famous horseshoe curve on the Pennsylvania Railroad is to be eliminated. Two methods are proposed and four sets of plans have been prepared. Two plans are for tunneling through the mountains, one nine miles and the other 11 miles long. Other plans are new routes across the mountains, one 50 and the other 105 miles long. The nine-mile tunnel plan probably will be adopted.

The tunnel would enter at or near Kitzbinger Point and emerge between Cresson and Lilly. This would be the second longest tunnel in the world. It would be ventilated with shafts reaching the weather at Newport, and the Southern Pacific and the Corvallis & Eastern railroads have resumed their cheap rates to this place for the winter. Particulars are asking at Third and Washington streets, Portland.

DELIGHTFUL NEWPORT.

Splendid Weather at This Popular Pacific Coast Resort. Delightful in every particular is the weather at Newport, and the Southern Pacific and the Corvallis & Eastern railroads have resumed their cheap rates to this place for the winter. Particulars are asking at Third and Washington streets, Portland.

Salvini Gets Big Judgment.

NEW YORK, Jan. 27.—A jury in the State Supreme Court yesterday returned a verdict for \$20,000 in favor of Tomasso Salvini, the Italian actor, who sued Theodore A. Liebler and George C. Tyler, comprising the firm of Liebler & Co., theatrical agents, to recover that amount for alleged breach of contract. Salvini and the defendants entered into a contract by which the tragedian was to come to the United States and give a series of 20 performances in various cities during April and May, 1904. Owing to the bur-

ing of the Iroquois Theater, in Chicago, postponement of the tour was agreed on, but the original contract was never carried out.

TEN YEARS FOR CAPTAIN

Commander of the Slocum Convicted of Negligence.

NEW YORK, Jan. 27.—Captain William H. Van Schaick was today found guilty of criminal negligence in failing to have the drills on the steamer General Slocum, which he commanded in June, 1904, when the steamer burned with the loss of over 1000 lives. He was immediately sentenced to ten years' imprisonment by Judge Thomas of the United States District Court.

The jury disagreed as to two other counts in which he was charged with criminal negligence for tolerance of life-preservers of a poor quality on the steamer.

The conviction of Captain Van Schaick was the first resulting from prosecutions of persons indicted on account of the Slocum disaster.

Late today United States Marshal Henkel took Captain Van Schaick to the Tombs where he was locked up. The friends of the Captain then gave bail and he left the city temporarily. He expressed the belief that great hope lay for him in the appeal and that it would ultimately result in his acquittal.

Captain Van Schaick has been for over 40 years in the steamboat service on the Hudson and waters about New York.

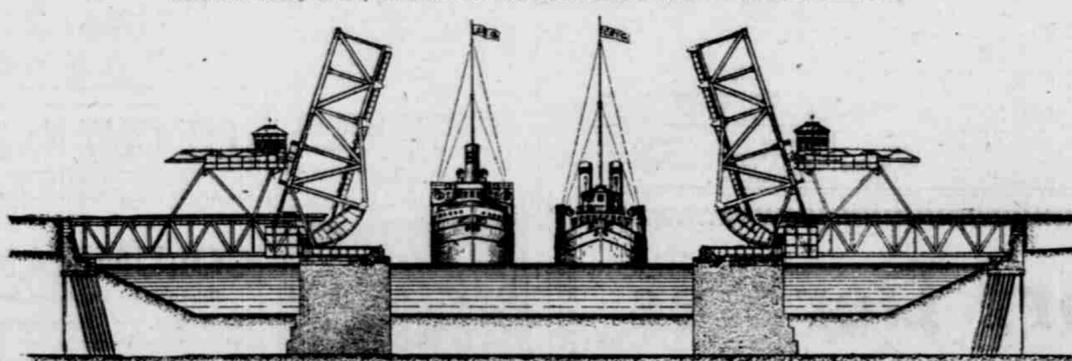
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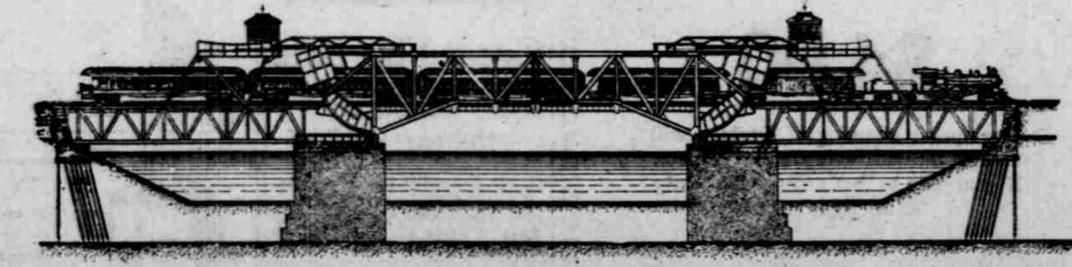
Schilling's Best make generous business.

Your grocer is generous with it. Money back costs him nothing; costs nobody anything.

BASCULE DRAW-SPAN, ACROSS CHICAGO DRAINAGE CANAL AT CAMPBELL AVENUE



THE BRIDGE OPENING FOR SHIPS.



THE BRIDGE CLOSED FOR A TRAIN.

The span opens for navigation a passage 125 feet wide, about half as wide as the passage designed through the proposed Swan Island Bridge of the North Bank railroad into Portland. The piers at each end of the span are 40 feet broad against the current—the same width as the one pivot pier planned for the Swan Island swing draw by the railroad. Willamette River pilots want a bascule lift draw if practicable, but Ralph Modjeski, engineer for the railroad, says that type would not be suitable for navigation. Mr. Modjeski designed the draw in the accompanying cut. A 250-foot span, the size wanted at Portland, would have to be supported by piers about 100 feet broad at each end and on each side of the channel. This type of draw is declared impracticable also by W. B. Chase, ex-city engineer, who designed Burnside-street bridge and by W. C. Elliott, ex-city engineer, who supervised construction of the new Morrison-street bridge. A committee of the Port of Portland Commission will start for Chicago and other Eastern ports this morning to learn the merits of the bascule bridge.

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Nicoll the Tailor

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