

CONDEMNATION OF BRIDGE ORDERED

Executive Board Asks County Court to Close Madison Span to All Traffic.

WILL DESIGN NEW BRIDGE

City Attorney's Office Will Start Proceedings at Once to Appraise Rights of Power Company in Old Structure.

Condemnation proceedings as to the rights of the Portland Railway, Light & Power Company in the Madison-street bridge were ordered, a resolution to the County Court to close all traffic across the present structure was adopted and a motion directing the City Engineer to prepare plans and specifications for the new bridge were features of a special session of the City Executive Board, held yesterday morning.

Despite the many strong efforts of the streetcar officials to have the bridge again opened to car traffic, the Executive Board, by its action yesterday, positively declined to enter into any further arrangements whereby the wishes of the company might be gratified. The resolution which was adopted is directed to the County Court and Commissioners, and asks that the bridge be barricaded, closed to all traffic, including pedestrians. The draw will probably be opened and left open, so that it will not be necessary to employ the regular sets of workmen and gates to care for it. About \$1000 a month would be saved in this manner, it was asserted.

City Engineer Taylor's instructions are to draw plans and specifications as soon as possible for the new bridge, and as soon as these are submitted the City Auditor will be authorized to advertise for bids. The plan is to proceed with the construction of the new span as fast as the law will allow. In the meantime, City Attorney Kavanaugh's office will continue the condemnation proceedings as to the rights of the car company therein, and a force of workmen will probably be sent to remove the old worn-out structure at a future date.

There was a difference of opinion among the members as to whether there is danger of collapse, if foot passengers are allowed to use the bridge in its present condition, but Thomas G. Greene declared that it is nonsense to quibble over this, as he said that all the streetcar company wants is to have the Executive Board act in some such way as would enable the company to set up the claim in the courts under defense in the condemnation proceedings that the board had recognized some value in the old structure. John Montag and P. E. Sullivan said they thought the bridge good enough to carry foot traffic with perfect safety for a year or more, but the other members declined to hear to this and voted down a motion by Mr. Sullivan to amend the resolution to the County Court by limiting it to the barring of all but pedestrians.

"I think that the bridge is plenty good enough to last with safety for another year," said Mr. Montag. "Yes, but you don't have to use the bridge, either," sharply commented Mr. Greene, who all the time has advocated promptness in proceeding with the work of building the new bridge. He said that the people voted more than a year ago for the new bridge, and that it should be built for them, without any unnecessary delay. The bonds have been sold, he said. It is now up to the Executive Board to carry the expressed will of the people and proceed to put in a new span.

The City Attorney is asked by the board to give an opinion as to whether, under the amendment to the charter, the board has the power to build the new structure 18 feet higher than the present one. If it is possible under the act, this will be done.

FOREST RESIGNS POSITION

J. RUSSELL NEW GENERAL SUPERINTENDENT NORTH BANK.

Change Comes as Surprise, but Retiring Official Says He Wants Long Rest.

F. S. Forest, general superintendent of the Spokane, Portland & Seattle Railway, has resigned his position and J. Russell, ex-division superintendent of the North Bank line at Vancouver, has been appointed to his place. Mr. Russell took up the duties of his new position yesterday.

The new general superintendent is known as a highly competent operating official, and has been stationed at Vancouver for the new Hill line for the few months the line has been in operation. He came to the North Bank road from the Burlington, where he was a division superintendent in Kansas and Missouri for many years.

The resignation of Mr. Forest comes as a surprise to his friends in this city and even his associates in the North Bank offices were in the dark as to his intentions to quit the service. He gives as his reasons for retirement that he wants a rest from the arduous duties of railroading and may enter the service again later. Mr. Forest owned a fruit farm in the White Salmon district and it is understood his intention is to retire to his ranch for a time and live the simple life far from the exacting requirements of a railroad office.

BOY IS STILL MISSING

Father Fears Charley Rogers Was Shanghaied or Drowned.

The police are completely baffled in their search for Charley Rogers, the 14-year-old son of E. Rogers, who left his home, 424 1/2 Russell street, January 22. No trace of the lad has been found, though search has been conducted unceasingly since that date.

No cause for the boy's departure is known, and the father accordingly fears that disaster must have overtaken him. Mr. Rogers believes the boy was either drowned in the Willamette or shanghaied by sailors on an outgoing vessel. However, he has no definite reasons for either theory. The boy is described as large for

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PORTLAND BOY MAKES HIT

Ignatius E. McNamee Wins Indiana Oratorical Contest.

In the Indiana state intercollegiate oratorical contest, held in Indianapolis February 12, the first prize was awarded to Ignatius E. McNamee, of Portland, a student at Notre Dame University.



Ignatius E. McNamee, Portland Boy Who Won Indiana Intercollegiate Oratorical Contest.

city. Seven colleges were represented. Young McNamee scored seven points higher than the second contestant. The subject of his oration was "Child Labor." The Indianapolis Star says of it: "The oration of McNamee was masterful in its construction and was given with extreme good taste and earnestness. The young man's ability to compose won him first place from two of the judges on composition and second place from the third. His address was logical, forcible and polished and moved along with sufficient rapidity not to tire. There were also many praiseworthy things in his control of himself in speaking. His voice was in good form, being naturally expressive in tone, and added much to the effect of the oration."

This victory entitles McNamee to represent Indiana in the Interstate oratorical contest to be held next June. Last December he won the first prize in the contest at Notre Dame, and to him was also given the honor of representing that institution in the contest just held. Young McNamee is 23 years old, and is a native of Portland. He is a graduate of Columbia University.

BRIDGE MAY BE ACCEPTED

Litigation Over East 28th-Street Viaduct May Be Avoided.

There is a probability that the contention between the city Executive Board and the Northwest Bridge Works over the East Twenty-eighth street reinforced concrete bridge will be settled amicably. Attorney L. A. McNary, representing the company, has notified the Mayor and some of the members of the board that he wishes to meet with the bridge committee to lay before the members a proposition whereby it may be possible for the city and the contracting company to agree upon terms without long drawn-out litigation and consequent inconvenience to the public because of the fact that the bridge is not open for traffic. The Executive Board at its last regular session adopted the report of the bridge committee, which severely condemned the bridge for several reasons, and it is for the next step. Defective work is, in brief, the reason for the rejection of the structure, as stated by the committee on bridges in the report. The company officials assert that the report is misleading and unwarranted, and that the work was done properly. However, the company wishes, if possible, to settle the matter amicably.

Lincoln Menu Card Issued.

An unusually attractive menu card for all Rock Island diners was issued by that road for use on February 12, the 100th anniversary of the birth of Abraham Lincoln. On the front cover of the menu was Lincoln's picture, with a quotation from his speeches beneath, the whole design being made especially attractive by color work.

CARD OF THANKS.

We wish to express our thanks to our many friends for their kindness and sympathy during our recent bereavement.

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CITY IS RESTRAINED

Fight Against Hassam Company Carried Into Court.

FAVORITISM CHARGE MADE

J. O. Gibson and the Investment Company Accuse City Engineer of Throwing Contract for Street Work to New Firm.

City Engineer Taylor is accused of having connived to throw paving contracts to a favored contracting firm, in a complaint filed with the State Circuit Court yesterday. The action is of a civil nature, asking that the City Engineer, City Auditor and Mayor be restrained from entering into a certain paving contract pending a hearing in court. A restraining order against the city was issued.

J. O. Gibson and the Investment Company, of which E. Quackenbush is the active head, appear as the aggrieved parties in the suit. They bring the action as property-owners in Piedmont Addition, and allege that a resolution passed by the Council December 19, 1908, for improvements in Piedmont has not been followed by competitive bidding for contracts on the work. Awards for the work have gone to the Oregon Hassam Paving Company. It is charged that the City Engineer prepared his specifications in such a manner as to leave no room for competition. For the specifications call for "hard-surface Hassam pavement," and there is but one company in the city which handles that material, other companies being shut out from its use because of existing patents.

The complaint sets out that City Engineer Taylor was familiar with that fact when he permitted the awards to

go to the company, as well as when he drafted the specifications. Such being the case, it is urged that competitive bidding has been rendered impossible, and hence the law has miscarried. Objection is made to any improvement work being done or any assessment made for such improvement. The matter will be threshed out in court Tuesday.

ONE TO FIVE YEARS FOR HORN

Oregon City Blacksmith Gets Indeterminate Sentence.

Jack Horn, the Oregon City blacksmith, who held up three men on the Steel bridge at the point of his finger, must serve an indeterminate term of from one to five years in the penitentiary for his wild prank. The penalty was imposed by Circuit Judge Bronaugh, yesterday afternoon, a jury having lately convicted Horn on a charge of attempted highway robbery. Horn pleaded earnestly for release, saying he had always borne a good reputation and that he had no idea of robbing anyone when he stopped three young men and made them elevate their hands by pointing his finger at them in the dark. "I had been drinking and was acting

wild and this was one of my drunken pranks," said he. But the court was not so sure about it for Horn did not seem drunk when caught in his foolish act by Police Sergeant Goltz. And he was relieving the timid victims of their money when the officer interfered.

Glenn's Sentence Is Delayed.

W. B. Glenn, charged with having stolen funds entrusted to him as time-keeper of a steamshovel crew, was taken before Circuit Judge Cleland for sentence yesterday afternoon. He was granted a delay until Tuesday as his brother, a Helena lawyer, is now en route here to bring about an appeal of the prisoner's case. A Circuit Court jury found him guilty of embezzlement Wednesday.

Born on Plains in 1847.

INDEPENDENCE, Or., Feb. 20.—(Special.)—R. P. Hall, one of the oldest settlers of Buena Vista, who was killed Wednesday morning while felling timber, one son, as follows: Mrs. Mose Milner, of Corvallis; Miss Nettie Hall, of Airlie, and Rupert Hall, of Buena Vista. Reuben P. Hall was born on the plains in the train that crossed from Illinois in 1847.

He was a member of the train which all-mostly suffered annihilation from starvation that year, and which was rescued in the Rogue River canyon by the Apple-gates and others of Southern Oregon who heard of their condition. His father was Reason B. Hall, who, it will be remembered, left the train somewhere about

Camp Harney, striking out with his family toward Mt. Shasta. Their teams giving out, they ended in the sad plight above described. Grandma Locke, of this neighborhood, nursed the young Reuben Hall when his mother was not strong enough to give sustenance to her child in her starving condition.

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