

LEASE OF BRIDGE DECK IS A QUERY

City and County's Rental of New Span May Jump to \$1500.

\$350 MONTHLY IS TAX NOW

Franchise Allows O. R. & N. to Realize 6 Per Cent on Cost of Upper Part's Construction. Tolls May Be Demanded.

Now that the O. R. & N. Company is to construct a new steel bridge across the Willamette River, the next question suggested is, will the city and county, singly or jointly, lease the upper deck of the structure for the use of the general public? It is by no means a certainty at this early date that such a contract will be executed, particularly under the conditions imposed in the franchise, authorizing the building of the bridge, which is pending before the Port of Portland. Under the terms of that document the railroad company will expect monthly a rental of approximately \$1500 for the upper deck. The county now pays \$350 monthly for the second deck of the present bridge.

Under the franchise which has been filed with the Port of Portland, the railroad company agrees to construct a double-deck bridge. As is the case with the present structure, the lower deck is to be used exclusively for railroad purposes. The corporation proposes to lease the use of the upper deck to the city or county or to both jointly, but the franchise stipulates that the railroad must receive under such a lease a rental equal to 6 per cent net on the additional cost of constructing the upper deck.

Bridge experts agree that in erecting such structures, the cost of constructing a second deck ordinarily amounts to about 30 per cent of the cost of the total structure. The estimated cost of a new railroad bridge is \$1,500,000, so that the upper deck will represent an expenditure of at least \$500,000. Computing the rental for its use on a 6 per cent basis of its cost would amount to \$30,000 a year, or a monthly rental of \$2500.

Tolls Are Allowed.
The franchise contains the further provision that in event the city and county do not lease the upper deck, the railroad company proposes to collect tolls from streetcars, vehicles and pedestrians in an amount that will yield the corporation 6 per cent net on the additional cost of the second deck and a further allowance of 5 per cent for depreciation. The residents of this city, having been accustomed to free bridges, it is not at all likely that they would be willing to submit to paying toll for the privileges they have been enjoying gratis. Should the situation resolve itself into such a condition it is reasonable to expect that the bulk of the travel in that section of the city would seek transportation accommodations over the proposed Broadway high bridge or would shift further south to the three other bridges which are maintained at the expense of the city and county.

Under the present lease, which has been renewed every two years since the bridge was built in 1897, the county pays the O. R. & N. Company \$500 a month rental. The terms of the lease require the county to keep the upper deck in repair and to make all improvements which may be necessary. The county also pays the wages of all gatesmen, but the railroad company maintains and operates the draw.

Judge and Mayor Silent.
Neither County Judge Webster nor Mayor Simon was prepared yesterday to discuss the subject or to say what might be concluded respecting the leasing of the upper deck of the new bridge. They took the position that the city and county had no right to say whether or not the bridge should be leased, while, in all probability, it would be two years before the bridge could be constructed and the time would be plenty of time before the structure was completed to look after the interests of the general public through a lease or by some other regulation. Judge Webster intimated in a general way that the county would not be able to pay any such increased rental as the terms of the franchise contemplate.

In return for a monthly rental of \$250, all the county receives from the railroad company is the right of the public to use the present bridge. The railroad company collects tolls from the streetcar company for running its cars over the upper deck. It is presumed that the receipts from this source under the lease of the new bridge by the city and county would be included in the required net return of 6 per cent demanded by the railroad company so that the actual rental to be collected from the city and county would be reduced accordingly. However, there is every probability that the cost of a lease of the upper deck of the new railroad bridge will be considerably greater than that paid for the upper deck of the present structure, because of the great difference in the cost of the two bridges.

MILWAUKIE TO HOLD FAIR

Grange Arranges for Dates in September or Early in October.

MILWAUKIE, Or., July 17.—(Special.)—At the regular monthly meeting of Milwaukie Grange today it was voted unanimously to hold the annual district fair the last of September or the first of October. Mrs. Julia Castro, John R. Kelso and Mrs. J. L. Johnson were appointed an executive committee to arrange for the fair, with power to appoint subcommittees. The fair will be agricultural, horticultural and domestic.

"Good Citizenship" was discussed under the lecturer's hour, it being the consensus of opinion that the indifferent citizen, the one who does not take sufficient interest in the community, is a poor citizen. Thomas Paulsen, Mrs. Julia Castro, W. A. Young and T. R. A. Bellwood expressed the opinion that the Grange is an organization that should be an educational factor in awakening interest in public affairs.

School Population 2048.
SALEM, Or., July 17.—(Special.)—The annual report of Superintendent Lincoln Savage, of Josephine County, filed in the office of J. H. Ackerman, Superintendent of Public Instruction, shows the number of children of school age residing in the county is 2048; the number of pupils enrolled in schools, is 2154; number of teachers employed, 197; percentage of attendance, 85; average monthly salary of each teacher, \$185; average salary of teachers in one room buildings, \$17.45.

\$10,000 HOME COMPLETE.



RESIDENCE OF O. E. KRAUSE AT 785 HOYT STREET. (Hookenberry, Architect.)

KENTON GRADERS BUSY

STEAM SHOVEL LEVELS SITES FOR FACTORIES.

\$18,000 House Planned for East Side—New Homes Rise. Sales Numerous.

A steam shovel is grading on the Kenton townsite on the Peninsula. Fifty acres are to be graded and made level, the ground being designed for factory sites. As soon as the obstructions to the building of the street railway are removed a number of factories will be erected at Kenton, but while there is no way to reach the district promptly these factories will not be built.

Plans have been prepared for an \$18,000 residence for A. W. Osobeck to be erected on the corner of Rodney Avenue and Emerson Street in Walnut Park. A New York architect has drawn the plans for the building. It will be 42x52 feet, two stories high and will have eight rooms, exclusive of halls, bath, and closets. It will be one of the most attractive structures of the East Side. Mr. Osobeck is a retired capitalist.

Webster S. Barbour will erect a \$7000 home on the corner of Cleveland Avenue and Emerson Street. It will be two stories, contain ten rooms, exclusive of two rooms in the attic and occupy 25x36 feet.

Dr. D. C. Brown is completing a two-story building on the corner of East Twelfth and Stark streets, 40x100, to cost \$7000. On the second floor there will be 14 rooms.

E. A. Baldwin sold Louis G. Clarke a lot 65x100 feet on Russell Street, near Mississippi Avenue, for \$7500.

The resort at St. John formerly known as Cedar Park, on the St. John estate, has been cleared and platted into 120 lots by the Associated Savings Company.

Blake-McFall will erect a two-story brick stable on Holladay Avenue and East Twenty-fourth street at a cost of \$8000.

Andrew M. Western sold to William Semmens lots 12 and 1, in block 110, Stephens Addition, for \$10,000.

"HOT BOX" SEEMS DOOMED

Portland Inventor Device to Do Away With Railroad Bugaboo.

M. P. Newcomb, a Portland man, has invented a device which he claims will do away with all delay caused by hot boxes in the operation of passenger and freight trains.

The invention consists of a journal box made in the usual manner as to body, bearings, brass and steel wedge, but differing by leaving the front of the box made round and the cover screwed in, supporting an abutting disk which receives the lateral motion of the car on its bearings against the ends of the

SUNNYSIDE VERY BRISK

EXTENSIVE STREET IMPROVEMENTS BEING MADE.

Hard Surface District Assured—Owners Await Acceptance of Brooklyn Sewer.

Extensive improvements are being made in Sunnyside. Belmont is being paved between Third-ninth and Franklin avenues, and East Third-ninth street will be paved between Hawthorne Avenue and East Stark street with hard surface. East Yamhill street, between East Third-ninth and Third-ninth, and East Morrison, between East Third-ninth and East Third-ninth, are to be macadamized and hard-surface thoroughfares and the improvements planned represent \$120,000 expenditure.

A hard-surface street improvement district, embracing the territory between East Stark street and Hawthorne Avenue, West Avenue and East Fourth street, is assured. Nothing but high-class pavements will be laid in this district. East Fifteenth street will be the first street between Hawthorne Avenue and East Stark street to be improved with hard-surface.

Property owners are awaiting acceptance of the Brooklyn sewer before starting extensive street improvements, as a large portion of Sunnyside will be served by this sewer system. It is desired to improve all streets with hard-surface pavements, but until all water pipes, gas mains and sewer laterals are in.

The Third United Presbyterian Church has purchased a quarter-block on the northeast corner of East Clay and Third-ninth streets for \$2500. A chapel has been erected for temporary use, to be replaced later by a modern church building.

Work has been started on a modern office for the Mount Taber Methodist Church, on the Rose Line road and Center Avenue, to cost \$15,000.

New Oregon Postmasters.

OREGONIAN NEWS BUREAU, Washington, July 17.—Oregon Postmasters appointed—Lowell, Ernest H. Hyland; Madison, George H. Brink.

\$450 STARTED EDIFICE

METHODIST CHURCH SOUTH NEAR COMPLETION.

Structure Costing \$75,000 Consists Almost Solely of Oregon Material—Interior Progresses.

Oak lumber required for finishing Methodist Church, South, on Union Avenue and Madison Street, will be received next week and a force of men will then be put to work to complete the interior. Rev. E. H. Mowers, the pastor, started on this church three years ago with \$50 cash, and September 28 an edifice, considered one of the finest in the city, costing \$75,000, will be dedicated. The furniture for the building is ready to be installed as soon as the interior is finished. The stone for the church came from a quarry in Southern Oregon and was the first output of the place. A railroad spur had to be built to the quarry and the quarry opened. The art glass and nearly all material of the church are Oregon products.

Mrs. Adair, wife of Dr. Adair, of Astoria, has purchased 27 lots of F. R. Holtz and Co., on East Twenty-ninth and Belmont Avenues, east of Woodlawn, for \$3000. The sale is the largest made in that section for some time.

V. Greig, a member of the Spokane baseball team, bought two lots on East Twenty-sixth and Belmont streets for \$1800. Mr. Greig made the purchase as an investment after looking over other cities of the Northwest.

Mrs. M. Reed, of Colfax, Or., bought two lots on East Twenty-seventh and Highland streets for \$900. The purchase being made as an investment.

Toll Thompson sold a five-acre tract near Kelly Butte to H. Dahl for \$2000.

Charles Rosencraus sold to H. D. Curtis a house and lot on East Twenty-ninth and Salmon streets for \$2000.

The Byrne-Richter Company announced the sale of 27 lots in Irvingdale Addition, east of Irvington Addition, to local investors. Some of the purchasers will build as soon as the streets have been improved.

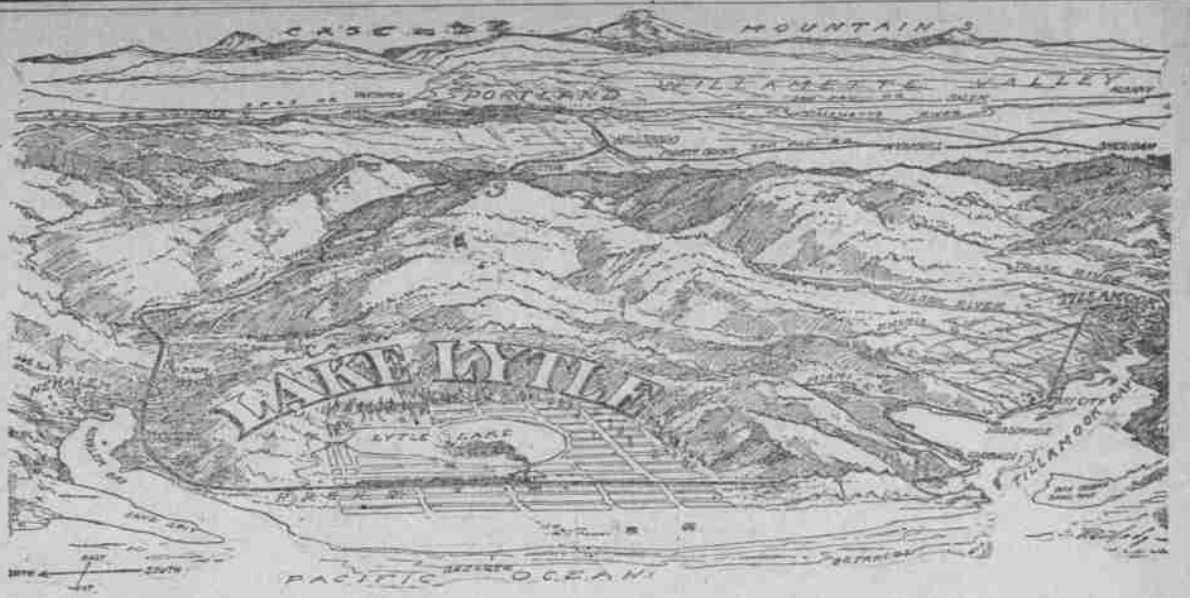
Baker and Bull's Bluff.

MADISON, S. D., July 12.—(To the Editor.)—The interesting and just editorial in your issue of July 4 upon "Baker and Bull's Bluff," recalls a poem by T. Buchanan Read, a man of literary fame in that day, the author of "Sheridan's Ride" and a superior dramatic reader. The poem was suggested by a passage in Hamlet, where he says "swear" and the ghost below answers, "O! swear!" The poem was widely memorized by Union soldiers. The first stanza reads:

By Sherwood, for whom the first rose rose, Whills to Baker and Lyon we look, By Windrop, a star among heroes, By the blood of our murdered McCook, Swear!

This poem helped greatly to preserve the fame of Baker as one of the heroes of the war.

W. H. H. BEADLE.



Ten Reasons Why Lake Lytle Is the Best Beach Resort and Investment in the Northwest

IT IS ABSOLUTELY THE NEAREST BEACH TO PORTLAND

1. Its location relative to other cities is the best, right where the railroad comes out of the mountains and the first station on the beach. The many beautiful, dustless roads of which Tillamook County is famous all go to Lake Lytle Beach.

DESTINED TO BE A LARGE CITY

2. Has every advantage possible to make it a substantial one. It is backed by the P. R. & N. Railroad which is almost completed with trains now running on both ends of the line and only a short distance to connect which will be done next Spring, when there will be a fine large depot built at Lake Lytle.

PLANNED FOR A CITY

3. The Lake Lytle Co. has planned to make it a large city, having carefully platted it with graded streets, a good water system and beautiful drives and avenues.

NATURAL ADVANTAGES

4. Lake Lytle offers more advantages and attractions than any other resort on the Oregon Coast, such as boating, fishing, bathing, driving and beautiful building lots covered with fine shade trees; its mild, even climate in Winter and Summer, sheltered as it is from the severe winds and storms in Winter and cold winds in Summer. With each lot goes a written guarantee, backed by good, responsible parties, of all necessary and modern improvements enjoyed by any other resort, city or town.

SURROUNDED BY ABUNDANCE OF WEALTH

5. Tillamook County has long been known as the finest dairy section in the world and, with its 30,000,000 feet of standing timber (the largest body in the entire world), its salmon canneries, sawmills, cheese factories, rich garden lands, cool, even climate and numerous other resources, it is sure to be one of the densest populated sections of the West.

BEAUTIFUL SCENERY

6. It has a most elegant supply of fresh water, found in the beautiful rivers of ice water which come tumbling down from the mountains so pure and sparkling, and in the little lake itself, whose waters are pure enough for all kinds of domestic uses.

REFERENCES

7. We refer you to anyone in Tillamook County as to our resort. No Tillamooker will knock Lake Lytle, because it's the pride of the county.

8. We invite our patrons to see before they buy, because buyers will always select Lake Lytle when they see what they are buying.

A MOST DELIGHTFUL CLIMATE

9. This is a most delightful climate, the thermometer seldom exceeding 85 degrees in the Summer, and rarely reaching the freezing point in Winter.

A GOOD INVESTMENT

10. The time to buy a lot in Lake Lytle is now, while an investment of \$100 will buy a lot worth \$1000. Better investigate this TILLAMOOK BEACH.

\$10.00 REWARD

We will give \$10 cash for the 10 best reasons why Lake Lytle is the Best Beach Resort and investment in the Pacific Northwest. Study the picture and send your reasons in by Friday, July 23. The best reasons will be published in our ad the following Sunday.

Ralph Ackley

605 Corbett Bldg., Portland, Or.



THE \$6000 SWISS CHALET BUNGALOW HOME OF D. R. FLICKINGER, CORNER OF EAST SEVENTY-FIRST AND YAMHILL STREETS, JUST COMPLETED.

UNION AVENUE THRIVES

IT BIDS FAIR TO BECOME BUSINESS CENTER.

Mercantile Structures Rise on Almost Every Block—Remarkable Growth Shown.

That Union Avenue is to be the main business thoroughfare on the East Side with shorter Grand Avenue a close second, seems to be a safe prediction. Hard surface pavement on Union Avenue extends only to Alberta Street at Highland, but this improvement will be continued to the end of the avenue later, when the hard surface will reach from river to river. With the exception of several blocks on the west side of Union Avenue beyond Morris Street, Union Avenue is becoming a business street, as mercantile buildings are being erected all along the street. Settlement has reached East Thirty-second street and is progressing through the brush eastward.

Odessa Resort Closes to Public. E. J. Halght is erecting a reinforced concrete two-story building on Union Avenue and Going Street at a cost of \$25,000. At Amaworth and Union avenues the two-story concrete building of William Reed, costing about \$25,000, has been completed.

Many two-story frame structures are being erected along the avenue as far as Woodlawn. Peery & Wilson plan to erect a business building on the northwest corner of Union Avenue and Russell Street, where they recently purchased a lot.

Most of the streets east of Union Avenue consider it unfortunate that the improvement to make Union Avenue uniformly 50 feet wide north of Holladay Avenue failed, but as the streets are 30 feet wide north of Morris Street where the bulk of travel is felt, merchants and others are content.

The district between Union Avenue and East Thirty-second street, north of Prescott, shows a wonderful growth. It is among the youngest of the East Side suburbs, and yet one of the most vigorous. Property has advanced in that section from 50 to 100 per cent. Lots sold there three years ago for \$250 and \$300 now bring \$500 and \$700. Lining of the standpoint and a big water main through that section two years ago boosting the district. It is proposed to improve Alberta Street with hard surface pavement and make it a business street, as mercantile buildings are being erected all along the street. Settlement has reached East Thirty-second street and is progressing through the brush eastward.

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Griffiths, who have owned and conducted the Odessa resort for several years, have begun the establishment of a resort on Eagle Ridge, a prominent point a short distance from Odessa.

GOOD ROADS FOR YAMHILL

County Spends Over \$17,000 for Labor on Public Highways.

YAMHILLVILLE, Or., July 17.—(Special.)—Yamhill County has entered upon a strenuous era of road-building. The July term of County Commissioners' Court having allowed claims against the county for labor alone, on the public roads, in the sum of \$17,047.72, and for the cost of making fills, for machinery and material and superintendents' salaries, \$7173.54, a total of \$24,221.26, for roads and highways alone, independent of bridges.

A levy of five mills was made this year as a special road fund for making permanent highways. Five rock crushers are employed in making macadam for the roads in various sections of the county.

Winlock Improves Streets.

WINLOCK, Wash., July 17.—(Special.)—Contractors have begun grading on First Street. The contract has been let for grading, putting in sidewalks and wood culverts, drains, etc., on First Street at a cost of \$8000. Contractors Alfred and James, of Centralia, are doing the work.