

## CELILLO BRIDGE IS COMPLETED

Har Service Inaugurated Immediately

## ER TIME TO PORTLAND

M. Harps, Wife of Engineer, Watched Giant Viaduct Rise, Christens it "Celillo"

With this token I christen bridge 'Celillo' and pray that peace and prosperity may be the fruits of its existence," Mrs. H. M. Harps last Friday, January 5, as she broke a bottle of wine against the steel frame of the Oregon new \$1,000,000 bridge over the Columbia river.

Mrs. Harps, wife of the engineer who had charge of construction, performed her notable service in the presence of Carl R. Gray, president of the road, and other railroad officials and newspaper men who had made the trip from Portland purposely to witness the ceremony.

The wind blew almost a gale through the canyon that the Columbia has carved out of the mountains and made the young man's words inaudible except those who stood nearest her. She turned to the side of President Gray's private car with one hand as she faced the chill wind and reached out to strike the steel superstructure with the other. There was no speech and no further ceremony, but unanimous congratulation for Gray and the Oregon Trunk for another of the principal objects of their development campaign in Oregon had been accomplished.

It was peculiarly fitting that Mrs. Harps should have been chosen to act as sponsor, for she had been the bridge rise from an engineer's drawing to its present magnificent completed state. She accompanied her husband to Celillo from Chicago and she first took charge of the bridge two years ago. In the subsequent days and weeks she watched it grow from a mere outline of false work through various stages of development. She saw the granite and concrete rise in their places and she watched the giant pieces of steel shaped into shape. Through her close association with the bridge of her husband she developed a personal pride in the undertaking, and not even President Gray was more pleased than she that the great undertaking had been completed successfully.

Following the dedication Mr. Gray's car with all on board was driven a short distance up the Deschutes canyon. The bridge had been so well and so completely done that Mr. Gray, W. E. Coman, general freight and passenger agent, decided to inaugurate regular service over it immediately.

The Oregon passenger, leaving Portland at 8.20 a. m., hereafter will be continued through as a train to Bend instead of stopping at Fallbridge, the present terminus, and arriving at Madras at 5.38 p. m. instead of 8.10 p. m. and Bend at 8.10 p. m. instead of 8.30 o'clock. Corresponding time will be saved at intermediate points. Portland passengers may leave on the Inland Empire express at 9.55 a. m. and make connections with the

Central Oregon train at Fallbridge. Eastbound, the train will leave Madras at 8.39 a. m., the same as a present, and arrive in Portland at 5.30 p. m.

How the temperature and wind velocity affected the work of construction is illustrated in two incidents that occurred within the last few weeks. When the heavy steel pieces were hoisted to their places the wind was so strong that arrangements had to be made to overcome its force. In doing this the engineers calculated that the wind pressure against a single steel beam was five tons. When the two ends of the principal span were brought together in the middle after they had been carried gradually from either end, the cold weather had contracted the steel so that there remained an inch of open space between them. A huge fire was built, heating and expanding the steel so that it could be bolted together.

At the place where the bridge spans the river Indians have been wont to camp and fish for many years. They were skeptical from the first time that they learned of the plans. As they saw it taking definite shape some of them became superstitious and declared that an evil influence was at work. Some actually deserted the ground.

Those who accompanied Mr. Gray were: W. E. Coman, J. P. Rogers, A. D. Charlton, F. H. Fogarty, M. J. Costello, George H. Smitton, Fred W. Graham, officials of the Hill lines; O. C. Leiter and Shad O. Krantz, of The Oregonian; J. L. Wallin, of The Journal; Phil Bates, of the Pacific Northwest; Hugh Hume, of the Spectator, and F. H. Kiser, official photographer.

The structure passes directly over Celillo Falls. The river is approximately 3500 feet wide at this point. The bridge crosses it practically at right angles, and near the north end it branches with two curves to connect with the main line of the Spokane, Portland & Seattle Railway, to the East for trains running directly between Central Oregon and Spokane, and to the West by another curve for direct movements between Central Oregon and Portland.

Leaving the North Bank Road the bridge rises at the rate of 25 feet to the mile across the river, and near the south shore crosses over Celillo Canal, which now is under construction, the State Portage Railroad, and the C.-W. R. & N. tracks. Just south of the bridge the track turns to the east and traverses the south bank of the Columbia river for about two miles till it reaches the mouth of the Deschutes river, where it turns to the south and follows up the Deschutes river into Central Oregon.

The bridge is a single-track structure, built entirely of steel, resting on a sub-structure consisting of piers and abutments built of concrete and granite.

A remarkable feature in connection with its location is that the foundations rest on solid rock which is entirely exposed at low stages of water, usually from about September 1 to March 1, and for the rest of the year the water creates such a rapids that it is impracticable either to do concrete work or to place false-work for bridge erection. The first period of low water after active construction of the Oregon Trunk started, September, 1909, to March, 1910, was consumed in making surveys for the bridge location and for the preparation of maps to obtain an Act of Congress, which was passed March 2, 1910, authorizing construction of the bridge. Erection of super-

## HEAVIEST SNOW IN THREE YEARS

Thermometer Registered Twenty Degrees Below Zero Monday Morning—Over Two Feet of Snow

The heaviest snow that has fallen in Central Oregon for several years began to fall Saturday morning early and lasted during the day and Sunday. The last real heavy snow being three years ago this month, the depth at that time registering about twenty inches, while several measurements during the past few days have shown about 26 inches.

Many of the roads in different directions from Madras have been badly drifted, so much so that they were practically impassible for a couple of days. Along with the deep snow, the thermometers registered around twenty degrees below zero Monday morning, and it is reported even colder in more exposed sections.

Everyone seemed to be glad that the snow came, but as soon as the Chinook wind set in they commenced to lament for fear it would melt and all run off while the frost was in the ground. However, from the present indications it looks as though the frost would be taken out so that all of the moisture could settle into the soil.

Structure was started May 11, 1911; the steel work connected up December 19, 1911, and riveting has now progressed sufficiently so that trains began using the bridge last Friday.

At its south end the bridge is 100 feet above low water and 50 feet above ordinary high water. It is, however, only 25 feet above the high water of 1894.

There are in all 29 piers and three abutments. The abutments are of concrete with granite bridge seats, four piers at the south end of the bridge are built entirely of concrete, and the other 25 piers are of concrete with granite nose stones on both the up-stream and down-stream ends of the piers for full height. They also have a belting and coping course of granite. The piers are six feet wide under the coping and eight feet wide on top of the coping, except the eight piers which carry the truss spans, which range eight feet six inches

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## NEW CITY COUNCIL IS NOW IN HARNESS

Has Big Sum of Money to Spend This Year—Tommy McCormick Wins License On Appeal

Last Tuesday evening the city council for 1911 held its last meeting at the regular meeting place and the new council reported for duty after being sworn in by the recorder.

The old council organized and passed on the minutes of the previous meeting, then adjourned, after which the new council was called to order by Mayor Turner and completed the regular routine of business which was on hand to be looked after, all of the members, S. E. Gray, G. V. Stanton, J. L. Campbell, O. A. Pearce, B. Randolph and W. R. Cook, being present, the latter three being the newly elected members.

The first matter taken up by the new council was the selection of a president of the council, and S. E. Gray was selected for that position. Then the appointment of the regular committees was made by the mayor, as follows:

Finance—S. E. Gray, O. A. Pearce, J. L. Campbell.

Streets and Public Property—B. Randolph, G. V. Stanton, W. R. Cook.

Fire and Water—W. R. Cook, O. A. Pearce, G. V. Stanton.

The monthly reports of the recorder and treasurer were read and accepted. The treasurer's report for the last months of the year 1911 is as follows:

Balance on hand Dec. 1 \$1350 96  
Rec'd during month 64 16

Total \$1415 12  
Paid out during mo. \$ 163 92  
Balance on hand Dec. 31 1251 20

Total \$1415 12

Besides this amount there is the saloon licenses for the first six months of 1912, which amount to \$2000, making a total of \$3415.12 for the new council to disburse.

The matter of the new city jail was laid over until the next meeting to give the new committee time to look over the plans and specifications before awarding the contract. There was only one bid received, which was presented by H. E. Rhoads and was for \$820.

The matter of the appeal of Thomas McCormick, for the old

council refusing to grant him a license to run a saloon, was taken up and after considerable discussion the matter was brought to a vote, which stood two against and four for granting the license. The recorder was instructed to issue the license.

With reference to the saloon business, Councilman Cook presented a motion that the saloon men be requested to meet with the council at an early date, so they could be instructed on the laws and ordinances of the city. The motion carried.

The following claims against the city were passed by the finance committee and ordered paid by warrants being drawn:

|                          |         |
|--------------------------|---------|
| M. E. Snook              | \$ 3 50 |
| Pioneer Telephone Co.    | 2 40    |
| J. H. Jackson            | 22 40   |
| W. F. Hammer Co.         | 1 35    |
| M. W. Bennett            | 83 00   |
| J. C. Robinson           | 27 80   |
| Central Oregon Merc. Co. | 1 15    |
| B. C. Dove               | 33 30   |
| F. Stangland             | 66 60   |
| W. Cowherd               | 15 60   |
| D. W. Barnett            | 20 00   |

A continuation of the meeting was thought necessary and an adjournment was taken until Tuesday, January 16th.

## G. T. AND O.-W. R. & N. TRAINS BLOCKED

Five Slides Reported On O. T. and Many More On O.-W. R. & N.—Operations Resumed Soon

After being blockaded for a week, the Oregon Trunk railway expects to have a train out of Central Oregon tomorrow morning, if there are no more slides or damage to their tracks reported before that time.

The commencement of their trouble was last Sunday morning when the out-going passenger, with two engines, became stalled near the station Freda, and was able to get back only as far as Nathan, where they were compelled to stop, not being able to go either way until Tuesday, then coming back and laying over at Metolius.

Since that time they have remained there, not being able to take their passengers back to Bend, owing to the scarcity of fuel on this end of the line. There has been a work train operating with a large crew opening up the line on this end and along the Deschutes river.

It has been reported that there were five slides of snow and rock on the Oregon Trunk track between Madras and the Columbia river. However, the Oregon Trunk is not the only line out of commission, the North Bank having been tied up for several days with the heavy snow and slides along the Columbia river.

A message came in today over the telephone to the effect that snow in Portland had been three feet deep, and that a silver thaw had cut off the city from telegraph and telephone communication with other places.

Telegraph service has been maintained from Madras with outside points with the exception of three days. However, messages to Portland had to be sent to Spokane, back to Seattle, then down to Portland.

The train on the Deschutes road failed to come in Saturday evening last, being able to get but a short distance up the river, and had to return to The Dalles. Workmen have been endeavoring to inaugurate service over their line and the last report had it that it would be Saturday or Sunday before they would be able to get a train over their line.

## MELTON'S SIDE WINS DECISION

Five Day's Rabbit Drive At Lamonta

## 1193 RABBITS WERE KILLED

A Big Dance and Supper Was Had Friday Evening Which the Loosing Party Paid For

A big rabbit drive took place in the Lamonta and Lone Pine country the early part of last week and many bunnies lost their lives in the slaughter.

The parties in the drive had previously chosen leaders and each had selected ten men to assist him for a period of five days, at the end of which time the losing side was to pay the expenses of a dancing party and supper.

Much interest was taken by both sides and plenty of hustling was done during the five days of the hunt and some remarkable records were made for a single day. One side was led by Charley O'Neil of the Lone Pine ranch and the other side was led by Luther Melton from near Lamonta.

The decision was made as to the winner on Tuesday of last week, the count standing as follows: Melton men had 843 and O'Neil's men had 350, making a total of 1193, therefore the O'Neil crowd had to foot the bill for the dance and supper, which took place last Friday evening in the Rush hall at Lamonta. A very enjoyable time was had by all who participated.

This work should be kept up during the winter and spring and it is the intention of the people of this section to continue the drives to endeavor to lessen the amount of rabbits in the country, as the damage to the crops during the past year or so has been great. As everyone knows, rabbits increase very rapidly, and for one that is killed at this time of the year means from ten to fifteen during the summer.

G. M. Cornett and Floyd Lippincott were arrivals today. Mr. Cornett is the owner of the stage line which for years extended from Shaniko to Silver Lake. It is rumored that the two gentlemen are making a tour of inspection of the stage line equipment, and that Mr. Lippincott will shortly buy out Mr. Cornett's interests. The Inter-Mountain was unable to confirm this report, however. They leave for Silver Lake in the morning.—La Pine Inter-Mountain.

Married—At the residence of the bride's parents, Mr. and Mrs. L. H. Hamilton, on Willow creek, Sunday, December 31, Ernest McKenzie and Miss Carrie Hamilton, Rev. C. P. Bailey officiating. A large number of guests were present, and the dinner was just excellent. The happy couple received many nice presents. The best wishes of their many friends will follow them on life's journey.—Crook County Journal.

Services at the M. E. church next Sunday at 11 o'clock, subject, "Christian Laziness." Meeting for men only at 3 o'clock, special topic, "The Man Outside." Evening service at 8 o'clock, subject, "The Question of the Ages." Rev. John J. Pacey, Pastor.

LOADIN' FOR B'AR.



—Berryman in Washington Star.