

PLANS READY FOR HIGH TAFT RELIEF BRIDGE AND A SUBWAY

Engineer Modjeski Has Prepared Estimates for Both Structures Across Willamette and Will Present Them Tuesday—Need for Bridge Relief Is Constantly Growing

That the council chamber in the city hall will be crowded to the doors next Tuesday morning when Consulting Engineer Ralph Modjeski presents tentative plans for a high bridge over the Willamette and a subway under the river, is predicted by those instrumental in getting the city council to engage the engineer and appropriate a fund for that purpose. It must be taken up for final settlement in a few days or go back to its original stage by reason of the provisions of the city charter.

The question is one that has been agitated for all of a year, it having first been taken up by the North East Side Improvement association, of which Judge M. G. Munly is president. President Munly says the need for a high bridge and eventually a subway as proposed by the association are greatly more apparent now than when the matter was first broached in earnest.

The proposed project is to have a bridge span the river at a point somewhat below the steel bridge and above the course of the ferry W. S. Mason, and sufficiently elevated to permit sailing vessels of lofty rigging to pass under it without the necessity of a swing, cantilever or any other kind of draw. A petition signed by 4,000 property owners is on file at the city hall and action upon it has been held in abeyance in anticipation of the appearance of Engineer Modjeski with his reports.

President Munly sees a greater necessity for the bridge than ever and he says there seems no good reason why the west side business men should not approve of it as strongly as he or other east side do. Bringing people across the river with the least possible delay throws business to the west side streets and causes a loss of business to the east side of the river means to drive business away, Judge Munly argued.

Both Plans Proposed.
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Engineer Modjeski has prepared plans and estimates of a high bridge across the Willamette and also a subway, said President Munly last night, and will also express the feasibility of a subway. His report is ready to go before the council when Mr. Modjeski arrives here tomorrow, but in view of the importance of the question, the city council will hold a special meeting at 9 o'clock next Tuesday to receive the reports and documents that Engineer Modjeski has prepared for the council. And the executive board will also be present when the documents are submitted.

The bridge question has reached an acute stage. The Madison bridge is almost closed to all heavy traffic and disquieting rumors concerning the safety of the steel bridge have caused a withdrawal of heavy traffic from that structure. It means that the Morrison bridge will become congested before long.

4,000 Signatures on File.
The charter requires the council to act upon the petition bearing the 4,000 signatures within six months from the date it was filed. That time will soon expire; it will be up some time during the coming month and in the meantime a conclusion must be reached somehow. Our association, which has membership of 1,000, a record of standing for progress, wants a high bridge and unobstructed traffic across the river and upon it and the meeting to be held next Tuesday will therefore be of greater importance than it might appear on the surface. Whether the council will adopt any of the bridge designs or recommend a subway is a matter involving large questions of public policy regarding the city's future and also in a financial way.

Modjeski's Big Job.
Mr. Munly states that through a personal letter he has been informed that Engineer Modjeski has been engaged to plan the reconstruction of the mammoth Montreal bridge over the St. Lawrence river which collapsed about a year ago, carrying with it some 80 lives. This he considers a splendid indorsement of Engineer Modjeski's reputation as a designer of large bridges such as the one that would be required in spanning the Willamette from the proposed plan, one being in the neighborhood of Hancock street on the east side, and the other on Park street beyond the terminal yards.

Approach of Legislative Session Given as Cause for Sudden Drop.

Good News for the Deaf.

HUGHES OF DENVER, TRUST EMPLOYEE

100 SAMPLE SUITS

On Sale Tomorrow at Less Than Regular Wholesale Prices.

Thoughtless Action of Maxwell Kremer May Net Big Returns.

Unusually Successful Meeting Is Held at Creswell October 13.

Willamette Presbytery

Women Worry

ILL-BODING SIGNS AT TAFT CLUB'S BIRTH

ATHLETES EAT Grape-Nuts

ONLY THE BEST IN WATCHES

LADIES' GOLD WATCHES

A. & C. Heidenheimer

SALE OF IDEAL OAK HEATERS

Just Like Illustration—Burn Wood or Coal in Three Sizes

No.	Size of Body.	Height.
211	10 1/2 in. diameter	32 inches
213	12 in. diameter	34 inches
215	14 in. diameter	37 1/2 in.

Prices
Regular Price \$7.50 \$8.50 \$10.00
No. 211 \$6.00
No. 213 \$7.00
No. 215 \$8.50

THIS WEEK ONLY

Intimates That There Is Place in Cabinet for Solid South If They Will Not Be Quite So Solid—Urges Democrats to Forget Party

Richmond, Va., Oct. 17.—In the capital of the old confederacy and in the presence of a great audience, composed of as many Democrats as Republicans, William H. Taft tonight wound up his record-breaking charge upon the solid south with a ringing speech, in which he urged the followers of Bryan to forsake their traditional allegiance and vote for Republican prosperity.

Taft's Views of Danlos.

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Description
Ideal Oak Heaters are exactly like the picture here. Have extra heavy cast-iron fire pot, planished steel body, with cast-iron base and top, large cast fire door in front, nickel top ring, two nickel screw drafts and nickel fenders, as shown. First joint of pipe free. Set up in your house free.

Burn Wood or Coal
This special sale for one week only. Wait until the cold weather sets in and you will pay more.

Monarch

MALLEABLE
The "Stay Satisfactory" Range



Combination Range \$121.50

Connected to Gas and Water System Free

Have You Ever Seen One

The illustration shows exactly what a Combination Gas, Coal or Wood Monarch Range looks like. Very few people would buy any other Combination Range if they ever saw one of these. If you have never seen a range like this, we will be glad if you will call, even if you have not the remotest intention of investing in a range now.

A Few of Its Advantages

Made of malleable iron—indestructible. Two oven thermometers—no overheating. Ground polished tops—no stove blacking. Duplex patent draft—heats evenly. Cast pin water front—no piping. All joints riveted—no air leaks.

Come Just to See This Grand Range

85-191 FIRST ST EDWARDS-CO HOUSE FURNISHERS

A GOOD PLACE TO TRADE

PICKS UP BOOK; MAY GET \$3,000

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able when the attorneys who were connected with the case are taken into consideration. In the first place, there was Wesley L. Jones who will no doubt be the next United States senator of Washington; Newman, McKinnon & Murane and Frank H. Rodkin, now judge of the supreme court, all representing the plaintiffs, and for the defendant there were D. H. Carey, J. M. Ashton, John A. Brown and Whitson, now federal judge of this district, and Parker.

Another reason why the plaintiffs may have overlooked the suit was that Scott Kramer, who was the business head of the firm of Kramer Bros., and was most active in this case, died some years ago.

The Kremers are well known all over this section of the country. The two brothers and their father were the first brick and stone masons in North Yakima, and took part in the construction of almost all of the substantial buildings in the early days.

In the vicinity of Athens, in Utah, a man says an exchange, over 100 years old, was built by the Kremers during the last 15 months. The land all being gobbled up by the wheat kings of that section, the non-resident owners who mostly live in England, and do their farming from the seat of an automobile.

Women Worry

ALL P. R. & N. HORSES AT WORK

President Lytle Declares Tunnel Work Has Not Yet Commenced.

President E. E. Lytle of the Pacific Railway & Navigation company denies the report that there has been any cessation of work on the new road or that any of the teams have been idle on account of rainy weather.

When asked last night if it were not true that all the horses that have been used on the right of way near Buxton had been taken off the job he said: "Not a team has been withdrawn yet, although a few may have been changed around. Usually in the wet season the contractors devote their time to tunneling and rock work as the rain makes the roadbed so muddy that horses mire down and cannot be used to advantage. But thus far everything is going along smoothly. Contractors at work on both ends of the route and in the middle are making great progress and we expect to have to start in on winter work until much later this year than in ordinarily the case, owing to the abnormally long period of dry weather that we have had."

Women Worry

ILL-BODING SIGNS AT TAFT CLUB'S BIRTH

(Special Dispatch to The Journal.)
Silverton, Oct. 17.—Marion county claims to hold the political record in the present campaign. In the undertaking parlors of Mayor Jack, a Taft-Sherman club was "born" last night. It has 13 members. In view of its great hard luck handicap, citizens will watch its career closely.

Whether the birthplace and the unlucky "13" will prove an insurmountable combination, or whether the one will act as an antidote upon the other and the club march on to victory, are the eventualities that Marion county is wondering over. The following officers were elected: President, M. J. Vanvalkenburg; vice-president, P. W. Potter; treasurer, H. E. Bourne; secretary, George W. Hubbs.

ATHLETES EAT Grape-Nuts

It makes Brain and Nerves

There's a Reason