EDITORIAL PAGE OF THE JOURNAL

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AN INDEPENDENT NEWSPAPER.

C. S. JACKSON.......................Publisher

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Whenever and wherever we see ostentation substituted for happiness, profession for friendship, formality for religion, pedantry for learning, buffoonery for wit, artifice for nature, and hypocrisy for everything, these are the signs of the times which he that runs may read, and which will enable the philosopher to date the commencement of national decay.—Colton.

GROTESQUE ELECTION CLAIMS

KNOWN defections by thousands of workingmen, and the statewide dissatisfaction of old-time Republicans with the Chicago platform and the known alliance of Candidate Taft with the trusts, make absurd the Oregonian's contention that Oregon will give Taft a plurality of 19,200. The break away of voters in Oregon from the old party alignment is known to be enormous. There has been nothing like it since the days of Populism, if even then. Republicans who have voted nothing but their party ticket for 30 years are everywhere open and pronounced supporters of the great Commoner. The rejection by the Chicago convention of the La Follette plank for election of senators by direct vote has driven Oregon Republicans in droves to Bryan. The direct election of senator, so the senate may be purged of Aldriches, Forakers and Standard Oil, is regarded by thousands of them as the most vital of all issues.

The stubborn resistance of the last congress to all remedial legislation and the domineering manner in which the Aldrich-Cannon gang hooted at the appeals of the people, has eliminated other thousands of good Oregon Republicans of 30 years' standing. The insistence of Mr. Taft that "some tariff duties should be raised" at a time when Europeans can buy in Europe manufactured articles made in our own factories very much cheaper than Americans in America can buy them has driven thousands of Republican farmers into support of Mr. Bryan who they know will never consent to continuation of such discrimination and wrongs against the American people. The refusal of the Chicago convention to consider the request of the workingmen for a reasonable injunction plank and the granting of their request by the Denver convention has aligned thousands of Oregon workingmen with the supporters of Mr. Bryan, and they recognize that now is the opportunity to vote for their own homes and families, and against those who have, by the misuse of the injunction, so long oppressed them. The determined opposition of Mr. Taft to the guarantee of bank deposits when all property and all other units of society, including the banks themselves, have guarantees against loss, and when depositors are the only ones who do not have guarantees, has convinced thousands that Mr. Taft is standing in with high finance instead of with the whole commonalty, and that is costing him votes by thousands in Oregon.

Instead of a majority of 19,200 as estimated by the Oregonian, it will make Mr. Taft hustle to carry the state at all, and even with all his hustling, it is not at all certain that he will do it. The claim that Multnomah county will give him a plurality of 7,500 is grotesque, and so is that of Marion county by 1,500. Of like valueless value are the claims of Jackson by 250, of Linn by 150, of Douglas by 200, and several other counties, many if not all of which are certain to go more or less heavily for Bryan.

In all counties there is a great silent vote that is saying to itself that since Bryan is the originator of the so-called Roosevelt policies, why not send him instead of a proxy to the White House to uphold those policies. This vote by the silent man on the farm, in the shop, behind the [illegible]

counter and everywhere, is one that has to be reckoned with, but which is now uncounted and uncountable.

CLEVELAND'S EXPERIMENT SUCCEEDING

A CLEVELAND publication issued by the Municipal Traction company of that city says: "Three-cent fare not only pays operating expenses and rental, but it is already creating a surplus in betterments of nearly a million dollars a year."

This is quite a different story from that told in various news articles published during the past few months. The total receipts of the Cleveland system for the past three months, to October 1, were $1,274,110.65, and the total expenditures were $1,272,836.06. This looks like a very close margin, only $1,274.59 profit, but during that time $150,000 was expended for new car equipment alone, most of it for pay-as-you-enter cars, and $123,414 for repair and betterment of tracks.

The officers of the municipally operated system assert that 3-cent fares not only pay for running the roads, but are rebuilding the property. Even at 3 cents the people of Cleveland are paying at the rate of about $1,000,000 a year to go to betterments, improvements, new equipment, etc. What, then, was the private corporation, that charged 5 cents and improved as little as possible, making?

The Cleveland company is also making extensions, for which it issues bonds, and these new lines will pay all expenses of operation and in due time pay off the bonds. What Cleveland is doing other large cities can do. Why should people who ride on streetcars pay millions of dollars a year to some private corporation? The time is not ripe for such a movement in Portland; the city is not large enough and spreads out over too much territory; but the time will come.

Detroit may be the next large city to try municipal street railways. The News of that city keeps at the head of its editorial columns this motto: "No more street railway franchises on any terms. Restoration of government by the people, and not by private corporations." (This, by the way, applies very well just now to national politics). But Detroit has no Tom Johnson.

HOW IT WOULD WORK

THE question is asked: Should the rest of the bankers of the state or country have to pay the depositors who have lost or may lose through the criminal or improper banking methods of Cashier Scriber of the La Grande bank? This, it is said, is not fair or just, and would put a premium on reckless or rascally banking.

But let us look into this a little farther. If an insurance or guaranty law had been in force, Scriber in all probability would have been forced out of business long ago, and probably with far less loss of the bank's funds, perhaps no loss. A news item from Salem last week stated that bankers and others there had long suspected that Scriber was in trouble. This was doubtless known to other bankers in La Grande, and to some of Baker City, Pendleton and Portland. Bankers know pretty well when one is becoming shady or shaky, but as it is now it is none of their concern, except to keep a sharp lookout for their own interests.

Under a guaranty law, such collapses would be very rare and losses small, because all the good bankers—a great majority, nearly all—would have an interest in making them so, and they would spot a bad banker—as indeed they do now—and would in one way or another prevent him from losing very much of the depositors' money, since they would have to repay it.

ONE OF THE MENACES

THE ATTEMPT by a telephone corporation to break down the initiative and referendum in Oregon is regrettable. That measure is of untold value to the masses, as a defense against corporate aggression. It is so recognized everywhere, and one by one the states are adopting it, Maine being the last to accept it in the election a few weeks ago. The fact that it is planned to kill it, if possible, in the supreme court of the United States is another regrettable feature. That court is appointive by the president, and Mr. Taft is bitterly opposed to the initiative and referendum. Furthermore, the cabinet of which Mr. Taft was a member has put forth the doctrine that decisions should be secured from that court that will give the president and federal government more power. If elected Mr. Taft will appoint four justices of the supreme court, and since he holds such views, does Oregon want him?

FEW IMMIGRANTS COME WEST

RECORDS at the port of New York show that for the quarter ending June 30 the number of immigrants admitted there was 76,446, of whom 31,228, or about 41 per cent, were destined to New York City or state. The group of five states—New York, Pennsylvania, New Jersey, Massachusetts and Connecticut—received 49,643 of these arrivals, or about 65 per cent. Illinois received 7 per cent, and but few came farther west. These percentages would probably hold good in the case of millions of immigrants; most of them stay in the Atlantic states, and the majority of these in the great seaboard cities.

The far west does not need nor desire this class of immigration, people who are bound to remain in or near great cities, or who have no ambition, if they go into the country, but to become mere day laborers. But the far west has abundance of room and opportunity for immigrants with a little means who want to make homes for themselves on farms, preferably small farms. It would be mutually advantageous if such immigrants could be attracted to Oregon. They are industrious, thrifty, and usually peaceable and law-abiding.

In Eastern Oregon, in Southern Oregon, along the coast, even right around Portland, is room for thousands of this class of immigrants, and it would be well to attract their attention to this state, and invite them to come here.

THE JAPS AND THEIR TESTIMONIAL

NO FRIENDSHIP so marked has ever been shown the American people as that now evident in Japan. The reception to the American fleet is, by the testimony of the American officers, the most enthusiastic that has been encountered on the cruise. The demonstration permeates the entire citizen body, from the mikado himself down to the humblest peasant. Ten thousand school children sang "America" in English, and with such effect that the American officers were deeply moved by the scene. An American uniform is the open sesame to universal homage, and to any privilege within the mikado's realm. The whole reception in its every part is one grand outpouring of respect and esteem for the people and purposes of the United States. Our own representatives on the ground say it is unalloyed, that it is universal, and that it is deeply sincere.

By this outpouring of friendship for us in the far away orient, it is time for the American jingo to go out of business. It is time for rehearsal of these deep dark designs that Japan has been alleged to have on us, to end. It is time for Mr. Roosevelt and Mr. Taft to stop holding up Japan and her alleged warlike purposes toward us as a reason for building four $10,000,000 Dreadnoughts every year, and to otherwise go to the extravagant limits in navy building.

As a people we have been duped and deceived with reference to Japan, whose first friend we have always been, and as the sequel shows, not without complete appreciation and reciprocation. As Rabbi Wise said in New York the other day, the man who would incite one man to murder another is a conspirator and should go to the gallows. But what of the man or men, who would incite a war, with its slaughter of thousands of men, between our country and Japan? What should their portion be in view of yesterday and the day before, in the orient?

Here is another willful, malicious misrepresentation of Mr. Bryan by the Oregonian. It says that "he has for years advocated the withdrawal of our troops and warships from Oriental waters and abandonment of the country." Mr. Bryan has done nothing of the kind. He has objected to imperialism and colonialism as a permanent policy, and has declared that the Filipinos should be immediately guaranteed their independence and self-government at such future time as it would be safe to do so. This is essentially the same policy advocated by Mr. Taft. The only difference is that Mr. Bryan wants the government to declare in the face of all the world that it will not subjugate and permanently govern far distant island colonies against their will; that as soon as is practicable, it will do in the Philippines what it has done in Cuba. This is an entirely different position from that in which Mr. Bryan is falsely put by the Oregonian.

Japan is giving a cordial and even an enthusiastic welcome to the American fleet of battleships. Nor, we may believe, is it all mere formality. The rulers and prominent people of Japan are friendly to the United States, as ours should be to that country, though we may consider it necessary or best to restrict Japanese immigration. The fleet is gaining a victory of peace, which is far better than any victory it could gain in war.

According to a report, Turks are massacring Armenians again. If reports are to be believed this happens every few months. If all the Armenians have been killed by Turks that have been reported so killed during the past half a century, there must have been an immense number of them. It is very strange that reports from the same quarter seldom mention any Turks killed by Armenians. The latter seem to be nonresistants. Some travelers say, however, that these reports are greatly exaggerated, if not wholly inventions, and that as between the Turks and these and other provincials, it is about "horse and horse."

It should not be surprising if La Grande precinct, and others up there, many of whose voters are depositors in the wrecked bank, should give a majority for Bryan.

Letters From the People

Letters to The Journal should be written on one side of the paper only, and should be accompanied by the name and address of the writer. The name will not be used if the writer asks that it be withheld. The Journal is not to be understood as indorsing the views or statements of correspondents. Letters should be made as brief as possible. Those who wish their letters returned when not used should inclose postage.

Correspondents are notified that letters exceeding 300 words in length may, at the discretion of the editor, be cut down to that limit.

A Republican Working Man's Views.

Portland, Oct. 17.—To the Editor of The Journal—As a Republican workingman I am amused at the tactics that the Republicans are resorting to for the purpose of antagonizing the union men against Mr. Bryan and boosting for Mr. Roosevelt's proxy. Now, as to this union label, I am glad that it was mentioned, as it gives me an opportunity to express a word of criticism.

Is it not a fact that at the time of these publications neither party was paying any attention to the union label, as in the present campaign? Because there was no Gompers influence being brought to bear in favor of the champion of the workingman's cause—namely, W. J. Bryan; but a Mr. Powderly, who was working in the interest of McKinley, and who was expelled from the Knights of Labor as their president for selling them out, soul and body, and today is filling the office of commissioner of immigration.

Also, it was the full dinner pail, and workingmen were so taken up with this catchy word that they forgot all about the union label. What has become of this full dinner pail? It has been put out of commission through idleness and the bottom of it has dropped out of sight. Just as the honest dollar did that the poor workingman was promised in 1896, and eventually turned out to be a certificate during the panic last fall. And now, by force of compulsion, they are forced to find a new catchy phrase in the way of union label. But the Oregonian fails to show if the publishing houses are on Gompers' unfair list as union printing houses.

If the Oregonian is so anxious to call the attention of its readers to this argument, why does it fail to have it on the Morning Oregonian? Unionism knows too well the stand that the Oregonian takes toward unionism. I would advise the Republican party, before using the union label as an argument to antagonize union men against Mr. Bryan through the Columns of the Oregonian, that they see that the union label is on the Morning Oregonian. Then do your knocking.

The other article is under these headlines: "Taft Stanchest Friend of Labor," "Roosevelt Writes to Union Leader," "Proves Him Model Employer of Workingmen."

But do you note the omission of union men while he appeals to them? He simply says workingmen, meaning any union or nonunion men, or, in other words, open shop.

Now, as to this T. J. Dolan, general secretary-treasurer of the International Brotherhood of Steam Shovel and Dredge Men, who declares in his letter to President Roosevelt that his organization was proud of Mr. Taft, and so on, do you note the absence of union labor? Why do they not define themselves while they are talking to union men, and not write in a garbled way? Is Mr. Roosevelt too afraid of Mr. Taft's past record to use the word "union" on account of the many injunctions issued by Mr. Taft in the past? If so, we will excuse Mr. Taft on the third of November next for so doing.

Again, T. J. Dolan no doubt is a union man at heart. And when I note these exchanges of letters between Dolan and Roosevelt for the purpose of showing the sincerity of Taft to the workingmen, I would like to ask Mr. Dolan, and in accordance with union rules, how is it that union men are working with nonunion steam shovels on the Panama canal?

I will recall an article written in The Journal of September 25, 1908, entitled: "Bought Canal Shovels of Enemy to Unions; Government Apparently Influenced by Mr. Taft"—purchased equipment of an Ohio firm on the unfair list, as Charles D. Henry, the writer, claims, and gives his authority that proves the Marion firm in Ohio is on the unfair list, and would not give a day's work to a union man if he were starving, and at that time they needed all kinds of help.

I am a Republican and a union man. Taking the past into consideration, I am forced to vote for Mr. Bryan on principle. The workingmen have been fooled often enough and are being fooled today by Mr. Roosevelt, Taft and such men as this Dolan and the Republican press.

Hurrah for Bryan and the anti-injunction plank, guaranty of bank deposits and tariff revision!

A REPUBLICAN.

Says He Is Muddled.

Newberg, Or., Oct. 23.—To the Editor of The Journal—Republican platform: "Control of corporations having power and opportunity to effect monopoly." By whose authority have corporations obtained power and opportunity to effect monopoly? Is not the opportunity derived from the power, or have corporations the opportunity to effect monopoly without the power? Is it numbers of individuals or the prestige that wealth gives, or the power of the law that gives corporations power and opportunity to effect monopoly? If corporations are controlled will it be legal control? Might not the court set the law aside as unconstitutional? But if legal and constitutional, in whose interest will the corporation be controlled; will it be in favor of the corporations or in favor of the public? Are not the corporations capable of controlling their own business in their own interest? If corporations are to be controlled by law in the interest of the public, do they not then become public corporations, and if public corporation has not the public through its duly authorized officials power to combine all corporations under one head, and the president be that head, as he is the head of all departments of government—with subordinate heads of each department, each controlled by law in the interest of all the public? Can there ever be an agreement between the corporations and the public, on what may be called a fair and reasonable profit? Are not monopolies, combinations or trusts formed to eliminate competition and overproduction that the profits may be greater in proportion to capital invested?

Has not the public as represented by the government, authority and power to prohibit competition as it has already done in some instances? Does not the Republican party acknowledge the right, power and opportunity of corporations to effect monopoly, when they say "control of corporations having power and opportunity to effect monopoly"? What is the use of controlling a corporation that has no power to effect monopoly? Do they propose to control corporations before they become a monopoly or after? Are competing corporations easier controlled than combined corporations, and is that why Mr. Roosevelt is called the trust buster? Are the Republicans in favor of competition and against it at the same time? And does it propose control under both conditions?

Who is able to understand the Republican platform? It looks to me like a scheme to catch suckers.

Democratic platform: "Private monopoly is indefensible and intolerable." If private monopoly is indefensible and intolerable are we to infer from this that a public monopoly is defensible and tolerable? Does a monopoly admit of or tolerate competition? Is not competition commercial and industrial warfare and has not war its victors and vanquished? If so, how can competition be beneficial to the people? Will it be beneficial for the smaller concerns to be commercially and industrially vanquished and are they not becoming impotent at a rapid rate throught competition? To legalize trusts and merely control them, would that make it any worse than it is at present? What are the Democrats going to do about it? Do they propose that the nation own the trusts, while the Republicans propose to control them in the interest of the public or nation? "It is argued that the trusts of necessity fix prices arbitrarily, not in response to the law of supply and demand, which hitherto has been universally accepted as the very fundamental of our social system." If a trust has advanced so far as to become a monopoly is it not in restraint of trade whether legal or illegal, and is it not in restraint of trade because it will not admit of competition without regard to the prices it may fix after it becomes a monopoly? But if the combination that amounts to a monopoly is a public trust, although it does not permit or admit of competition—as the postoffice or the coinage of money—is it defensible and tolerable? Does Mr. Bryan favor public monopolies, and does he propose to make them defensible and tolerable by law? If so, what is the difference between Mr. Bryan and Mr. Taft on the trust question? Is not the trust plank of the Democrat platform inconsistent and self-contradictory?

Suppose the voters should decide to relegate competition to the scrap heap of useless and out-of-date things, to only be remembered, and should demand the full products of their labor, and should take control of all public utilities to supply that demand, would not that be fulfilling the law of "supply and demand, which hitherto has been universally accepted as the very fundamental of our social system?"

Mr. Editor, election is drawing near and our heads are badly muddled, as you can see. Can you help us?

B. A. SNIDER AND MANY OTHERS.

[Here are a great many questions which an editor could not fully answer without using many columns of space, and then the answers would probably not be satisfactory to everybody. Most of these questions, however, suggest to the average man their own answers. The Republican platform professes that that party will control monopolies. But its record shows that monopolies, or trusts and corporations and combines, control it. The Democratic platform insists that there should be no private monopoly. There was no occasion to declare against public monopolies, for there is no such thing, as to products, necessaries, transportation, etc. The distinction between the two platforms is clear enough, as our questioner evidently sees.—Ed.]

BRYAN MANAGERS TAKE OFFENSIVE

Friends of Bryan and Kern during the past few weeks have come to the aid of the Bryan campaign in Portland with subscriptions and contributions reaching a total of $697.50. The close of the campaign is now near, and in order to follow out the plans of the committee and cover the state with speakers during the time yet remaining it is necessary that still other loyal friends come to the aid of the campaign managers.

It is planned that speakers be sent to all large towns and cities in the state during the next week, and up to election day. Prominent Democrats from the east are being sent to Oregon, among them Congressman Hobson. The expense of hiring halls for these speakers is great, and the state central committee is working hard to meet them.

It is recognized on every hand that Oregon is debatable ground. The claims of the Republican headquarters are recognized to be based more on optimism than on the real condition of the public mind. The sentiment for Bryan throughout the state is on the increase, and should all Bryan voters go to the polls and cast their ballots on November 3 it is safe to say that the state's electoral vote would be for the Bryan and Kern ticket. Earnest and active work and assistance, both personal and financial, by all Bryan supporters in the state would give the state to him.

The finance committee, which has been gathering campaign funds for the use of the state committee, and State Chairman Sweek are working energetically, but it is desired that all friends of the Bryan cause contribute and aid. All such contributions should be sent to the Bryan and Kern campaign fund, in care of The Journal, and all checks should be made payable to Jefferson Meyers, chairman of the committee.

The contributions to the fund received and not yet acknowledged are as follows:

Previously acknowledged	$523.50
C. H. McClure, Sherwood	1.00
S. Hutchinson, city	1.00
W. P. Wilkins, Medford	1.00
E. C. Protzman, 365 Thirteenth	1.00
F. C. Protzman, 365 Thirteenth	1.00
C. J. Smith, Pendleton	50.00
Mary E. Caldwell, Everett, Wash.	1.00
G. S. Springer, Culver	5.00
Cash, Portland	50.00
P. O. DeMass, DeMass Springs	1.00
J. C. McCrea, Newberg	1.00
J. S. Larkin, Newberg	1.00
Cash, Portland	50.00
Total	$697.50

In addition to this sum several donations have been made direct to the state central committee, or to National Committeeman Miller. These donations are as follows: J. K. Weatherford, Albany, $50; J. H. A. Smith, Astoria, $25; C. C. Jackson, Halsey, $2; Ira E. Purdin, Portland, $5.

Much wheat is coming in to the new Prineville flouring mill.

BASCULE HAS MANY GOOD POINTS

Engineer Modjeski Makes His Report on High Bridge Over the Willamette to Joint Session of City Council and Board.

Estimated Cost.

Bridge "A"	$3,250,000
Bridge "B"	1,380,000
Vehicle tunnels (2)	7,150,000
Railway tunnels (2)	5,600,000

Ralph Modjeski, the Chicago consulting engineer, to whom was referred by City Engineer D. W. Taylor the matter of the proposed high bridge over the Willamette, for a decision as to the best location, and for preliminary plans, estimates of the approximate cost and a report on the question of a tunnel in place of a bridge, made his report to Mayor Lane and the city council this morning. He virtually eliminates the tunnel proposition, on account of its cost, and recommends a drawbridge of the bascule type in preference to a bridge high enough to give clearance to all vessels passing beneath.

The bridge he recommends has, he says, the disadvantage of requiring piers in the river, and of requiring a bascule span with its cost of operation and occasional delay to the bridge traffic. These objections, however, he does not regard as very serious, as the bridge would be high enough to allow the passage under any of the three openings at any time of all vessels except high-masted ships. He thinks the draw would not have to be opened on an average of more than twice a week, and interruptions to traffice would therefore occur only at rare intervals.

Great Crowd Hears Report.

The council chambers in the city hall were crowded when the report of Engineer Modjeski, on the bridge and tunnel question, was read before a joint meeting of the city council and the executive board. Citizens from the various improvement clubs and well-known business and professional men of the city had gathered early in the galleries and on the floor of the council chambers to listen with eager interest to the $5,000 opinion of the eastern expert.

At the conclusion of the reading a minute discussion followed in which practically everybody indorsed the suggestion of Mr. Modjeski that the bridge designated in his report as "B" should be the one for the city to construct.

The council adopted a resolution to instruct the mayor to appoint a committee of seven to examine the report of Engineer Modjeski and prepare a report on this at the next meeting of the council. The city attorney was also instructed to advise the council on the validity of acting on the report of the Chicago expert and as to what procedure be used in going about the construction of the proposed bridge.

Details of the Report.

Engineer Modjeski, in his report, says that in order to determine the character of foundations he had borings made in addition to those which had already been made by the city engineer, near the Greenwich dock on the west side and near the opposite shore of the river, with the result that coarse sand and gravel were encountered at a depth of 78.6 feet below low water on the west side and 84.8 feet below low water on the east. These borings seem to indicate conclusively the existence of a stratum of gravel or hard material under the bed of the river.

Two locations are found to be particularly favorable for a bridge. One, which the engineer designates as "line A," consists of an approach beginning at Davis and Eighth streets, ascending with a 4 per cent grade as far as Northrup street, then turning with a curve until it reaches an elevation 170 feet above low water, 11 feet from the center of the single 1,000-foot span. At this point the grade becomes a vertical curve until 100 feet beyond the center of the span, and then descends with a 4 per cent grade, crossing Benton and Ross streets in East Portland, overhead. The grade then becomes variable to accommodate the junction with Wheeler and Hancock streets.

This bridge contemplates a span of 1,000 feet between piers, placing no obstruction in the river between harbor lines. The width considered for this bridge is 60 feet, 40 feet for the roadway and 20 feet for the two sidewalks. The loading contemplated is equal to the heaviest interurban cars now in use covering both tracks over the entire structure together with pedestrians and vehicles. This bridge, however, Mr. Modjeski does not recommend on account of its cost, which he estimates at $3,250,000.

Plans for Bridge "B."

The second bridge on what is designated as "line B," would have a Portland approach starting at the southeast corner of block Y, just west of the Grand Central station—which it is proposed that the city purchase—and running with a grade of 4 per cent until the west harbor line is reached. From there it continues on a 3 per cent grade to the bascule span. The grade on the bascule span is 1 per cent, ascending to its center, and 1 per cent descending past the center. From the east end of the bascule span the grade descends at the rate of 3 per cent until it reaches the level of Larrabee street and Broadway.

The tracks of the Terminal company are crossed with a single 441-foot span, so as not to interfere with the tracks as laid at present. The bascule span allows a clear width of channel of 200 feet. The bascule span is placed in the middle of the stream, which is on a straight line drawn from the drawspan of the steel bridge to the center of the channel opposite the Portland Flouring mills.

The Line A bridge provides for a clearance over high water of 135 feet and for a width of 200 feet in the center of the stream, while the clearance near the ends of the span, near the harbor lines, is 122 feet above high water. This would at all times allow the passage of all boats, except the highest-masted sailing vessels, which would be obliged to lower their top-gallant masts at the higher stages of the river. As the number of sailing vessels going up the river past this point is very small, this would be of no particular inconvenience to the shipping.

Would Pass Small Craft.

The bridge at location B provides for a clearance of 65 feet above high water at the center of the bascule span, or 57 feet 6 inches near the harbor lines, and of 63.9 feet above high water 200 feet from the harbor lines under the fixed spans. Boats less than 58 feet high could pass under this bridge at all times, even during the highest stages of the river. Sailing vessels and ocean-going steamers would generally require the opening of the draw, but this would probably not be more than once or twice a week. All the larger river steamers, by hinging their stacks, as is done on the Mississippi and Missouri rivers, could pass under the structure at all times, excepting at extremely high water, without the opening of the bascule span.

Mr. Modjeski estimates that the single-span bridge on Line A would cost, including superstructure, sub-structure, approaches, engineering and contingencies and allowance for land damages of possibly $60,000, a grand total of $3,250,000. The cost of the Line B bridge, which is recommended, is estimated at $1,350,000.

To offset the operation of a bascule bridge, which is its principal drawback, the Line B bridge would have approaches only a little over 2,800 feet long, as against about twice that length for the bridge on design A, while the cost would be considerably less than half that of the Line A bridge. In conclusion, Mr. Modjeski says:

"From all that has been said before it appears, therefore, that the only advantage of a bridge on Line A over a bridge on Line B would be the absence of piers in the river, and absence of all interference with navigation, but the bridge would not be as convenient to the public using it and would, moreover, be a great deal more expensive.

Has Some Drawbacks.

"The bridge on Line B combines a greater convenience to the people using it with a much smaller expense, but has the disadvantage of placing piers in the river, which might be objected to by the navigation interests, and also has the further disadvantage of requiring a bascule span with its cost of operation and occasional delay to the bridge traffic. The first of the two objections is not a very serious one, as probably all boats can go under either of the three openings at any time, except high-masted ships.

"There are so few of such ships, however, that the bascule would not have to be opened except at rare intervals, as is demonstrated above, and the interruptions to bridge traffic would therefore occur on rare occasions only. Both bridges are perfectly feasible and practicable, but in view of the foregoing reasons I would recommend that the bridge on line B be considered in preference to the bridge on line A.

Although, on account of its cost, Mr. Modjeski virtually dismisses the tunnel proposition, he discusses it at length. He says:

"There is only one advantage of a tunnel over a bridge, and that is the fact that it does not interfere with navigation. It is shown, however, that a high bridge, such as is proposed for line A of this report, would not offer appreciably greater interference than the tunnel. The greatest objection to a tunnel for your city is the necessity for all vehicles to descend to a considerable depth below the river in order to come up again on the other side. Thus, vehicles going from Portland to East Portland, starting at elevation 32 feet, would have to go down 91 feet, and if bound for higher points in East Portland, they would have to climb again 200 feet or more.

Heavy Tax on Traffic.

"Thus each load or ton of weight has to be dropped 91 feet and lifted again, the same amount, unnecessarily, creating a heavy tax on the public.

"Other disadvantages almost as serious in nature are the length, comparative darkness and dampness of the tunnel. It is believed that automobiles and many other vehicles would prefer being delayed on a bridge, being in the open all the time, rather than confine themselves in using a tunnel. The writer knows of no tunnels in this country used for vehicle traffic."

Mr. Modjeski estimates the approximate cost of a tunnel at $7,800,000, and says in conclusion:

"In view of the objections given above to a tunnel, and the excessive cost of such a structure, its construction seems to me entirely impracticable for your city. I would certainly not recommend it."

STRAUS TRYING TO FIND ERROR

Postoffice Cashier Goes Over Books With Experts.

Charles A. Straus, cashier of the Portland postoffice, who has been suspended because of discrepancies found in his accounts, is before the postal inspectors today going over his books with them and endeavoring to explain his side of the affair.

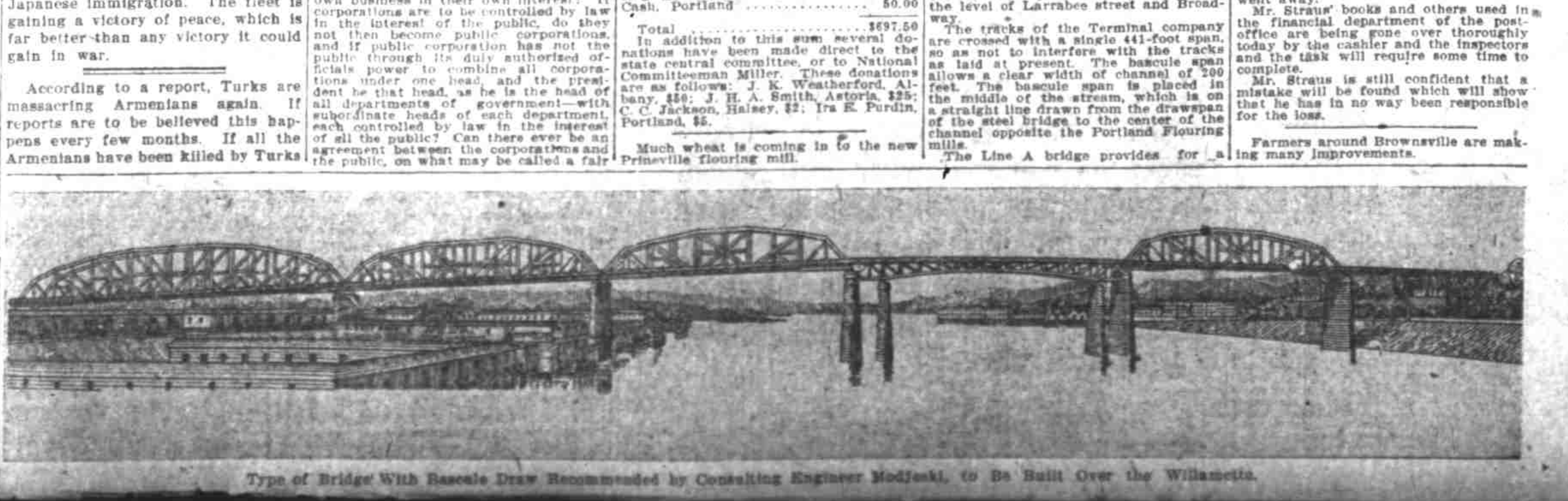
Owing to the fact that Mr. Straus is nearly blind, having long been a sufferer from a disease of the eyes, the task is rather a difficult one for him. He is being assisted, however, by O. C. Riches and E. C. Clement, the two inspectors who have their headquarters in Portland and two other inspectors from out of the city who were originally called in to make an investigation of the alleged shortage.

Mr. Straus has maintained from the first that at the time he left his desk in April his accounts were correct in every way. On the other hand, the government agents say a shortage in money of something like $4,000 was discovered two days after Mr. Straus went away.

Mr. Straus' books and others used in the financial department of the postoffice are being gone over thoroughly today by the cashier and the inspectors and the task will require some time to complete.

Mr. Straus is still confident that a mistake will be found which will show that he has in no way been responsible for the loss.

Farmers around Brownsville are making many improvements.



Type of Bridge With Bascule Draw Recommended by Consulting Engineer Modjeski to Be Built Over the Willamette.