SLAPS PLAN TO CLOSE DRAWS OF BRIDGES AT BUSY TIMES

of the Journal: I have been following son bridge and only five feet at the Morrison that the series of interest the controversy over closing the bridge draws for a stated time in the mornings and evenings and have read the letters appointed by the solutely necessary, and are now build-

point, space in your journal.
I have fived on the east side of the

In the frist place I am willing to mve a grievance against the present but I can see no reason why e large shipping interests of Port-ni should be penalized for the failure the authorities to provide modern idges as the city's growth made them ridges as the city's growth made them becausery. Just at present the steel ridge and Burnside and Morrison reet bridges are carrying the traffic renerly carried by four bridges, which causes more congestion than

bridge at Oregon street, and the Madi-son street bridge, to my nothing of the Broadway bridge, will allow an heavy tow to pass through.
One other cause of delay is the prac-

ice of swinging the draws only onenearer the bridges, could come ear up the draw in fact, instead raw-rest to see which way the draw going to swing. The railroad bridges at St. Johns and Vancouver awing in this way, resulting in a considerable saving in time for both the steamers nd railroad trains as well. Hinged Stacks Suggested.

Some one has suggested hinged oke stacks as being a practical solusteamer to go under them. The whistle above the pilot house, which would make the height above water of a large

only a few of the smaller steamers fact that the draws at Chicago are able to go under them at an ordinary closed for short periods in the morning sufficient power to handle the heavy work pecessary in taking the fact that the draws at Chicago are closed for short periods in the morning and evening, and this is cited as an adversary in taking the fact that the draws at Chicago are recommended and for sale in Portland by Wood ard-Clark Drug Co. Wholesalers & Retailers; and Expensel's Pharmacy, 289 Morrison St.; S. G. Sundays, 10 to 12.

**Example Complete to whom we have treated and for sale in Portland by Wood ard-Clark Drug Co. Wholesalers & Retailers; and evening, and this is cited as an adversary in taking the fact that the draws at Chicago are recommended and for sale in Portland by Wood ard-Clark Drug Co. Wholesalers & Retailers; Sundays, 10 to 12.

**Example Complete to whom we have treated and for sale in Portland by Wood ard-Clark Drug Co. Wholesalers & Retailers; Sundays, 10 to 12.

**Example Complete the fact that the draws at Chicago are recommended and for sale in Portland by Wood ard-Clark Drug Co. Wholesalers & Retailers; Sundays, 10 to 12.

**Example Complete the fact that the draws at Chicago are recommended and for sale in Portland by Wood ard-Clark Drug Co. Wholesalers & Retailers; Sundays, 10 to 12.

**Example Complete the fact that the draws at Chicago are recommended and for sale in Portland by Wood ard-Clark Drug Co. Wholesalers & Retailers; Sundays, 10 to 12.

**Example Complete the fact that the draws at Chicago are recommended and for sale in Portland by Wood ard-Clark Drug Co. Wholesalers & Retailers; Sundays, 10 to 12.

**Example Complete the fact that the draws at Chicago are recommended and for sale in Portland by Wood ard-Clark Drug Co. Wholesalers & Retailers; Sundays, 10 to 12. work necessary in taking logs to the work necessary in taking logs to the mills above the bridges and bringing lumber-laden vessels down to the lower harbor. I can call to mind only two stern-wheel steamers of this type now in operation, the Pronto and Wauna, both being of small power and built very low for this very purpose of going under the bridges without disturbing overhead traffic.

Steamer Specially Built. When the company in which I am interested decided to build the Wauna we investigated the height of the different bridges and found the Burnside bridge to be 42 feet, and the Burnside bridge to be 42 feet, and the Morrison bridge 33 feet above zero. We built the Wauna as low as possible to build even a small stern-wheeler and allow room for her machinery and crew. Her searchlight, smokestack and kingpost are 28 feet above the water, at which height she cannot go under the Steel bridge at any time has 14 feet. Steel bridge at any time, has 14 feet clearance at the Burnside bridge in low

THE STRANGER WITHIN OUR GATES

Dr. B. F. Day, Chicago, Ill .-- Although I occasionally practice my profession sufficient to retain the title of M. D. I must admit that I never could have made a living at it. I discovered that soon after I graduated. However, an offer was made me to sell county and state rights in a new invention on a commission, and the first year I made. exclusive of all expenses, over \$5000. I then decided that I didn't care much for a title, anyway. The man who is a fluent talker and has plenty of tact doesn't need a business or profession. His tongue is collateral enough,

Frank D. Pagett, Dixon, Wyo.-Cattle Frank D. Pagett, Dixon, Wyo.—Cattle stealing, which has been the only source of income of perhaps a hundred men for the past 30 years on the Snake river in Wyoming, is becoming less prevalent, and the small stocknaiser is beginning. to have hope of getting a few head of cattle for his own. The well organized gang of cattle and horse rustlers seems to have moved to another field, with the extension of the sheep industry in Car-

H. D. Strang, Anburn, Cal.—Placer county suffered more from the cold weather this winter than for many years, and it looks as though there would still be colder weather. The orange crop suffered materially, although there was considerably more than half a crop, notwithstanding the contradictory reports.

Cold and Fog at Aberdeen. Aberdeen, Wash, Jan. S.—The cold weather was broken with rain yester-day. It is colder again today with a heavy fog.

Vibro-Vacuum Institute.

We treat all diseases, hyperenic treat-ent. Give trial treatment free Saturdays only, 9 to 12 m. 412-413 Henry

Tomorrow (Monday) is positively the tist day for discount on west side san bills. Read Gas Thes.

ortland, Or., Jan. 6 .- To the Editor water and only five feet at the Morri- ditional reason why they should

pearing in the different papers bearing a small propeller steamer for the called is little more than a canal instead one appeared in defense of the shipping and lumber interests of this city, and I trust you will give my statement of the bridges at any stage of water, comiltions from a river man's stand-

bridge. The chief difficulty in the way of the passenger, freight and towing one that probably never has occurred to the average citizen of Portland. Ownaster's and pilot's license for 27 ing to the shallow water in many or the should be shallow water in the opening a tears, and was in the steamboat busiis before there were any bridges gers dump their timber into, it is necesses the river at Portland. I am sary for the tow boats to work on the refore perhaps better qualified to tides in getting the rafts. Among these places are the camps at Lake river, lewis river, Willamette slough. Cowlitz river, Coal Creek slough, Beaver, Clatskanie, Westport slough, Eloque-man, Skamockawa, Blind slough, Svena grievance against the present son, John Day, Deep river, Grays river quare facilities for crossing the Crooked creek, Youngs river and several others of lesser importance. This together with the variable currents, winds and mishaps of towing, make it impossible for a tow hoat in the harbor at any stated time.

No Pince for Moorings. Should one arrive below the Steel bridge, for instance, with a tow stretch-ing out behind them a distance of 1500

to 2200 feet, there is absolutely no place for them to tie up and wait for the draw opening. This great mass of logs would at once put the ferries out of commission beside jeopardising the shipthe Broadway bridge, will allow an immensely increased traffic to cross the river. The present Steel bridge is no narrow it is almost impossible for ears to pass a large truck, and it is necessary for them to follow this slow-newing traffic across the bridge. This one thing is responsible for more delay than the actual opening and closing, of life draws, as it always takes a longer time to clear the bridges than for even a heavy tow to pass through.

commission beside jeopardizing the shipping in the lower harbor, as during part sof the year the tide floods up as far as Portland and the wind blows up stream. Should a tow boat try to hold her tow below the bridges, the fide or wind would drive the rafts up outo the steamer, spreading the rafts across the channel and in all probations to the mill owning them up, with a heavy loss to the mill owning them, the steam-thaving them in tow, and very likely considerable damage to the docks and considerable damage to the docks and shipping below the bridges. Practically the same difficulty would confront a same position, when if the draws bridges during the closed periods, and bridges during the closed periods, and these same conditions would apply to a steamer coming down with sticks, during the winter months when

there is a current in the river.

Beside the difficulty to the mills getting their log supplies promptly, this bridge closing would result in consid-erable delay to lumber vessels outward bound. At present they time their leaving Portland to get through the bridges in daylight, make the trip down the river in the night and cross out over the bar early the next morning. tion of the difficulty. This would be after being loaded, with the heavy all right if the present bridges were dight enough to allow a medium sized the exporter, would result in consida steamer to be held above the bridges after being loaded, with the heavy erable loss of prestige to this port. Remedies Suggested.

In regard to remedies to existing con-To sliow a boat of this type to pass arange for the bridges to swing com-under the bridges at all times of the ditions, I would suggest if possible to pear it would be necessary for the to come close up before signaling the bridges to be at least 70 feet above draw. Build no more low bridges. In bridges to be at least 70 feet above gero, or extreme low water.

Even a height of 70 feet would entail a heavy expense on the steamboat owners, as it would be necessary for them to cut down their high posts to below the 45-foot leval, and to do this would mean an entirely different system of bracing inside the hull and lower house of the steamer. In my opinton this extra expense would be cheerfully borns by the awners, as the present bridges are almost as much of a nuisance to the river men as they are to the people who are compelled to use them.

These bridges are so low there are

draw. Build no more low bridges. Insist that all future bridges be at least 70 feet above low water. Portland owes her rapid rise in population and wealth to the river, which makes possible the famense commerce now carried on, and which is destined to be immeasurably increased in the near future. It seems to me, that anything designed to interfere with Portland's spiendid harbor or fare with Portland's spiendid harbor or an extremely short sighted policy on our part, and in the end will prove much more expensive than the relatively small amount of money necessary to build the bridges right in the beginning.

Considerable emphasis is laid on the

tions are so much different there is practically no comparison, as, in the Chicago river there is no tides to contend with and very little current at any time. Heside, the Chicago river so transportation have grown up these conditions and have adjusted

Time Was Unfavorable.

The recent campaign for the timing the opening and closing of the draws could not have been chosen at a time when a more unfavorable showing would be made by the bridges, as the mills above were entirely out of logs, such shortage being caused by the freshet in the Willamette and not being the fault of the mills or towboat compa-The boats delivering rafts stored near the mouth of the Willamette, necessarily caused much mere delay to the car traffic than usual, and I venture the prediction that if the timing was dor now when conditions are normal, not one half the delay would be reported.

The early completion of the Madison street bridge will go far toward remedy-ing present conditions, and with the new rallroad bridge and Broadway bridge, which should be ready in one and two years, respectively. Portland will be well provided for until such time as the



An agreement was reached yesterday whereby W. H. Moore and an expert employed by him will be permitted to examine the books of the Oregon Trust & Savings bank and the books of Thomcalled is little more than a canal instead as C. Devlin as receiver, in order that of a large stream like the Columbia or Moore may prepare his defense in the

with wrecking the bank.
Previously the attorneys had been un able to agree and Moore filed a petition asking the court to order Devlin to al-low him to inspect the books. The matter was set for argument before Circuit Judge Gantenbein yesterday afternoon, but when the time came it was announced that arrangements had been made whereby each side was satisfied.

VALE HOT SPRINGS TO BE COMMERCIALIZED

(Special Dispatch to The Journal.)
Vale, Or., Jan. 8.—Articles of incorration of the Vale Hot Springs company were filed last week, with a capi-

Ugly Teeth Made Beautiful

Beauty

Secrets

Secr

was elected president; M. G. Hope, vice homes, president; Tom Jones, secretary, and The analysis of the water is aimed. W. Hope, treasurer.

The company will erect the finest devices of the famous hards.

tal stock of \$100,000, T. W. Holliday to have the mineral baths in their

identical with that of the famous ho sanitarium in the west, and a natato-rium in connection. They will also pipe the water into the city for heating the ture of 198 degrees, and are the hottest houses, and this will allow the residents in the state. springs of Arkanaas, and are said to be High School at Newberg

(Special Disputch to The Journal') Newberg, Or., Jan. 8.—Honds for \$40. 00 have been voted by the school trict for the purpose of erecting a high hoel hullding. Eleven different sites have been offered ranging in size from three and a half acres to six acres.



The Everett Piano

"A Beautiful Thought Manifest"

Every day sees an increase in the number of people who are waking to the realization that it is false economy, to buy an indifferent piano.

In the first place, the advantage of learning on a perfectly balanced instrument is incalculable to the beginner, while the more advanced student finds it an absolute necessity to have a proper medium through which to convey his interpretations successfully.

The Everett Piano Is a Musical Revelation - it is the realized dream of a scientific designer whose reputation is international and whose genius has produced the ideal artistic Everett of today.

The Everett tone in general is round and deep. The baritone and tenor registers are distinguished by a peculiarly virile and beautiful character, while the bright, clear yet round treble reminds one of a rich soprano trained in the Italian school. The clear-cut, incisive tones of the lowest register, the deep bass, form a delightful contrast to the usual vagueness.

From the lowest to the highest note-the most remarkable equality, continuity and smoothness obtain in the liquid.

round, deep, rolling quality of tone.

Let us demonstrate to you the artistic qualities of the Everett Piano. We are sure of your being pleased.

Every Everett Guaranteed for a Lifetime.

Prices \$475 to \$550.

A liberal allowance for your old piano.

Easy terms if desired.





We Can Save You Money

Full Set, that fit - - \$5.00 Gold Crowns, 22k -- \$3.50 Bridge Teeth, 22k -Gold Fillings \$1.00 Silver Fillings

Call and have us give your teeth a free examination, and get our estimate on your dental work., If you are nervous or have heart trouble, the Electro Painless System will do the work when others fail. All work warranted for ten years.

Electro Painless Dentists

OPEN EVENINGS AND SUNDAYS Lady Attendant.

Corner Fifth and Washington, Across From Perkins Hotel.



FOUR TRAINS



Tacoma, Seattle and Puget Sound Points

Tacoma - Seattle Express 7 A. M.

To Tacoma, Seattle and all intermediate points, to Grays Harbor, Olympia and South Bend branches, and all easts ern points.

Puget Sound Limited 3:30 P. M.

Fast train to Tacoma, Seattle and intermediate points, including Grays Harbor and South Bend branches. Portland, Tacoma, Seattle and . Vancouver Special 10 A. M.

Fast train to Tacoma and Seattle and British Columbia points.

Night Express

12:15 A. M.

To Tacoma and Seattle. Standard and tourist sleeping cars, placed ready for occupancy at 9:00 p. m.

Close connections made for all main and branch line points.

Modern and up-to-date equipment, including dining cars, parlor cars, first-class coaches in all trains.

Northern Pacific Railway



Tickets, Parlor and Sleeping-Car Reservations

CORNER MORRISON AND THIRD STREETS AND UNION DEPOT

Full information regarding trains, connections, etc., on application.

A. D. CHARLTON, Asst. Gen. Pass. Agent Cor. Morrison and Third Sts., Portland, Or. Telephones Main 244 and A-1244.

