

Bids Opened, New Routing

Portland West Side Gets Attention; Building Here Is Awarded

PORTLAND, Dec. 18.—(AP)—The state highway commission opened bids today on the first portion of Portland's Front avenue project, the West Side Waterfront highway approved by city voters last May.

The contract for constructing a materials testing building at Salem was awarded to L. O. James of Portland on a bid of \$88,918. Frank Wait, Portland, submitted a low bid of \$25,670 for reconstruction of the Hawthorne bridge approach, which will tie in with a half-cloverleaf leading to the \$4,000,000 parallel, one-way super-highways.

The contract award was held in abeyance, however, pending approval of national railroads and the federal government under agreements covering use of the steel bridge for the highway's crossing of the Willamette river.

Engineer R. H. Baldock told commissioners the cost of relocating the Pacific highway through Ashland to eliminate the Plaza dogleg would be \$55,000, boosting to \$150,000 the total amount spent in the city. The commission took no action.

Approves Park Buying
Other commission matters in-

cluded approval of State Parks Superintendent Sam Boardman's request that more than 300 acres fronting on the South Santiam river at Cascadia be purchased for a state park.

Commissioners also said a \$43,000 claim would be filed against a power company for damage to the Dallas-California highway at Algoma caused by a dike break, and loads on the Tiller-Trail highway would be limited to 50 per cent for at least a month to determine benefits to local traffic. The limit will bar most log haulers, commissioners said.

Action on nine bids included: Clatsop and Columbia counties—Svenson-Goble Rock production project, Columbia River highway, referred to engineer with power to award. Tidepoint company, Astoria, low bidder at \$15,200. Coos—Surfacing and oiling eight miles Hoffman bridge-Grants creek section, Powers secondary highway, referred to Engineer, O. C. Yocom, Willamina, low bidder at \$30,000.

New Bridge Awarded

Grant—Constructing Gooseneck bridge over John Day river, John Day highway. Awarded to Averill & Corbin, Portland, \$42,840. Josephine—Kerby Rock production project, Redwood and Oregon Caves highway, referred to engineer, M. C. Linsinger & Sons, Ashland, low bidder at \$14,670. Klamath—Grading 3.56 miles and topping .64 of a mile, south unit, Algoma-Terminal City section, The Dallas-California highway, referred to engineer, Frank M. Penepacker, Portland, low bidder at \$92,428.

Lake—Grading, surfacing and

oiling 4.3 miles, forest boundary-Cottonwood creek section, Klamath Falls-Lakeview highway. Awarded to Fisher Brothers, Oregon City, \$116,994.

Lane—Hendricks bridge-Silver creek rock production project, McKenzie highway, referred to engineer, M. L. O'Neil & Son, John Day, low bidder at \$12,663.

Morrow—Grading and topping 13.94 miles, Boardman-Umatilla county line section, Old Oregon Trail, referred to engineer, Frank M. Penepacker, Portland, low bidder at \$97,385.

Gates Bridge May Be Slow in Rising

Contractor Says 90 Days Needed to Get Steel; Decision Due Today

National defense appears to be a factor in the Gates bridge replacement problem, members of the Marion county court reported yesterday after being present Tuesday in Portland at the opening of bids on steel work for the new span.

According to J. F. Johnson of Newberg, low bidder, 90 days will probably be required before the steel for the truss-design bridge may be obtained from foundries already submerged in national defense orders.

The factor, plus uncertainty of the labor market, may delay completion of the span until late in the spring, the bidder indicated.

Court members said yesterday, however, that the Johnson bid has not been accepted because of the possibility of getting the work done for less than the \$15,938 named by the Newberg firm.

According to the county engineer's original estimate for the structure was \$14,000, a figure which the officials of Marion and Linn counties had expected to see met within 10 per cent by bidders. When tenders were opened, the lowest was still slightly over 10 per cent higher than the estimate. Lower terms, however, would probably not affect deliveries.

Final decision will probably be made today whether to accept the low bid as given, or seek reduction.

Child Bride's Mother Found

Surrenders After Search; Charge of Perjury Filed, Olympia

TACOMA, Dec. 18.—(AP)—Mrs. Ardelia Murray, Tacoma woman charged with contributing to the delinquency of her 13-year-old foster daughter by allowing the child to marry a 24-year-old soldier, surrendered to justice court officials late today after sheriff's deputies had sought her unsuccessfully for 24 hours.

Mrs. Murray, mother of five children, was released on her personal recognizance. Her trial date was not set.

Meanwhile, ramifications of the child bride case spread to Olympia and Seattle following filing of first degree perjury charges at Olympia, where the 13-year-old junior high school student obtained her marriage license.

The girl, Betty Murray, was held in a juvenile detention home here while her soldier-husband, Ralph Conway of Baker, Ore., whom she married last Thursday, was held on restricted leave at Camp Murray.

The perjury charges were filed against Robert S. Morgenthaler, 23, Seattle brushmaker, John M. Lynch, jr., Thurston county prosecutor, said Morgenthaler signed affidavits that the school girl was 18 years of age.

Morgenthaler, arrested in Seattle and jailed in lieu of \$1000 bond, admitted signing the affidavit, claiming "anyone else would have done the same thing."

"My fiance and myself had just applied for our marriage license when the other couple stepped up," he said. "I never had seen either one before in my life. When the clerk finished out their application he asked me if I would sign the affidavit. I did so merely to accommodate the other couple. The girl told me she was 18. She appeared to be 20 or 21 years old."

Tire X-Ray Here; Reveals Defects

Fluoroscope Type Device Used to Detect Source, Future Blowouts

The automotive industry has invaded the medical world, or vice versa, according to Manager Grant Ferris of the Firestone Auto Supply and Service Stores, who is now featuring a special "tire X-ray" machine at the Firestone station at Center and Liberty.

This intricate machine is a portable X-ray machine that performs on auto tires in the same manner as the medical machines perform upon the human anatomy.

Woodrow Froom, formerly of Portland, operates the machine and, according to him, the X-ray will make visible any foreign matter in the tire, any wrinkles in the tubes, any breaks in the casing, or other trouble with the tire that might soon lead to difficulty or a serious accident.

Working on the principal of the fluoroscope, the machine produces a picture on ground glass rather than making a negative as some types of X-ray equipment do.

Manager Ferris pointed out that inasmuch as this is the only machine in the northwest district, the time it will be available to Salem automotive owners will be rather limited.

He further pointed out that there is no cost involved in having the tires X-rayed but urged immediate action to avoid disappointment.

Sister of Salem Resident Passes

OREGON CITY, Dec. 18.—(AP)—Elizabeth L. Todd, 71, Forest Grove, a member of the state advisory parole board for three years, died at a hospital here today.

Mrs. Todd was probation officer of Washington county for 16 years and was clerk of school district No. 15 for 15 years.

Funeral services will be held Friday at Forest Grove. Surviving are three daughters, three sons, one stepson, a brother and a sister, Mrs. Anna V. Robbins, Salem.

Better Poison Is Research Object

CORVALLIS, Dec. 18.—(AP)—Oregon State college announced today new and more effective insect poisons which would not accumulate as metallic residues in the soil may result from present research.

The chemistry and entomology

departments in the school of science are doing preliminary work, financed by an eastern tobacco by-products company, which the college said appeared so promising that the company had granted \$3490 to finance larger scale research.

Earthquake Year Ahead, Predicted

Thrupp Says Destructive Shocks Are Likely; Cited on '40

By DAN J. MARSTON
VANCOUVER, BC, Dec. 18.—(AP)—An elderly civil engineer whose earthquake predictions have attracted the attention of seismologists says there will be seven periods in 1941 during which strong to "destructive" or "very severe" shocks may be expected.

He is Edgar C. Thrupp, a member of the engineering institute of Canada. He has gone on record as predicting the years 1940 and 1941 will turn out to be the worst earthquake years of the twentieth century.

The destructive shocks which occurred August 1 this year in Turkey, October 23 in Rumania, November 8 in Rumania and November 10 in Rumania and Turkey came within periods which Thrupp predicted would show unusual earth movements.

Thrupp has been making earthquake predictions for five years. At first he was scoffed at. Then some scientists began taking note of his efforts. Now Howard A. Coombs, University of Washington seismologist, says Thrupp recently "did much better than mere chance."

The engineer contends that the planets when in certain positions in the sky exert a gravitational effect on the earth which amounts to a "wave" or "dent." This wave or depression occurs on the side of the earth opposite the planets, and affects different areas as the globe rotates, such as an automobile tire is depressed at one end or another on all its circumference when the wheel turns.

It is this wave is unusually large because of an unusual gravitational pull by the planets, Thrupp contends, it may cause earthquakes if it hits a "weak" spot or a geological fault in the earth's crust.

For years Thrupp worked without any special equipment but in the last two years he has designed apparatus in an effort to demonstrate the existence of these "earth waves." This he calls an earth wave detector. Its main parts are two pipes which may be 100 or 200 feet long or more. They must lie east and west and contain water.

Thrupp says the passing earth waves influence the water levels in these pipes, sometimes altering them as much as 1/10 of an inch in 100 feet but normally causing less than one-third of that much variation. Small foats within the pipes register the amount of change.

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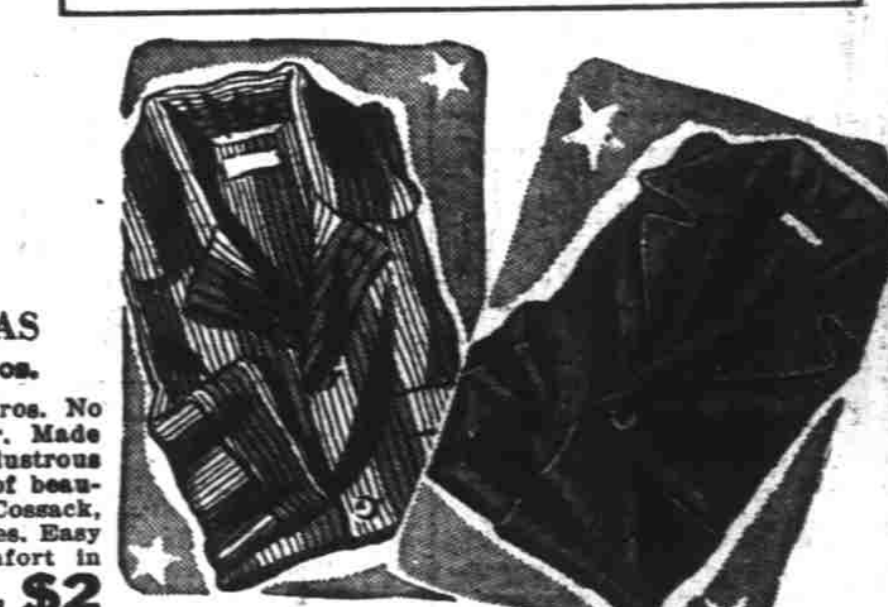
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