

CLOSING OF THE BRIDGES

Interviews of Citizens Upon the Subject.

In regard to the matter of closing the river bridges at certain hours, morning, noon and night, The Journal has collected the following expressions from those interested:

W. E. Jones of the Willamette & Columbia River Towing Company—We don't want them closed. We have about 12 hours of daylight, and this would take one-quarter of our time away, making it inconvenient all around.

Manager Harburt of the Portland City & Oregon Railway Company—I say, improve the machinery of the bridge, so as to open and close quickly. If you close for one hour, you cannot get the hour to suit every one, and at the end of that time you would have to keep the bridge open for two hours to let a string of boats through.

S. E. Gilbert of the Shaver Transportation Company—This closing of bridges would impede navigation. Boats must start out in the morning, when the tide is out. Now, when the bridges are closed at this time, as may happen, this would entail loss of time and money to boat-owners. I have been on this dock for 13 years, and during that time have never seen people delayed more than five minutes at a time.

President Graham of the Oregon City Transfer Company, upon being told that the other transportation companies are against the closing of the bridges, said: "The other transportation companies are against it, are they? Well, you got me to a dot. You bet, I am against it."

M. V. Harrison of The Dalles, Portland & Astoria Navigation Company—It would drive the steamboat men out of town, below the two outside bridges, and consequently would have a bad effect on water-front property. The plan is absolutely impracticable. Steamboats can't come in a minute, and you can't make a boatload of passengers wait in mid-stream for the bridge to open.

Judge Fenton of the East Side Improvement Association, who brought up the matter—Our people feel that it is an injustice to the people to keep them waiting from five to 15 minutes each time they cross the bridge because some old barge passes. There are many times when there is a long raft of logs hauled which requires the keeping of the bridge open for 30 minutes. Over half of the people of Portland live on the East Side, and it is nothing but right that they be accommodated. We do not intend to place an embargo on steamboat traffic, but the boats can't bring to come in at 5:30 or 6:30 instead of at 6 o'clock. Then these little boats with big smokestacks should have the smokestacks jointed so that they could easily pass under the bridges without inconveniencing anybody.

Mr. Banfield of the Burnfield-Vesey Lumber Company—Personally, I would like to see the bridges closed, but public I would not. Just because you inconvenience some, it is no use to injure the business of others. My teams cross the bridges about 150 times per day, but I would rather suffer inconvenience than to have others suffer injury.

J. Kellogg Transportation Company—We are not in favor of the proposed move. The bridges are dangerous to ships, as they are now, especially in winter, because of fogs and driftwood. If the bridges are closed, the boats will all land above the Madison-street bridge and below the Burnside-street bridge, which will hurt business on Front street and cause water-front property to depreciate in value.

THE FIELD OF SPORT

The seventh annual meeting of the Waverly Golf Club will commence tomorrow, and a first-class tournament is looked for. The program for Thursday follows:

10 to 11 A. M.—Mixed foursomes (handicap); 18 holes; medal play.

10 A. M. to 5 P. M.—Mixed approaching contest; 4 balls; 2 at 60 yards; 2 at 40 yards; bunker 25 yards from hole; Daily prize.

10 A. M. to 5 P. M.—Clock golf; 6 balls; Daily prize.

1 to 2 P. M.—Men's open championship of Oregon; 18 holes; match play.

2 to 3 P. M.—Women's open championship of Oregon; 9 holes; match play.

CHICAGO, April 23.—American League ball for the season of 1902 begins today. The conditions and circumstances surrounding the opening of the season are all that could be desired, and President Johnson and his lieutenants are jubilant over the outlook.

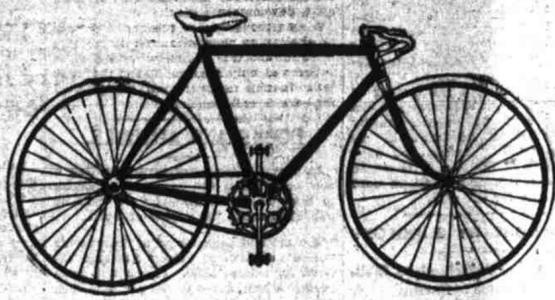
By the transfer of Milwaukee's franchise to St. Louis the circuit has been strengthened, so it is believed, and unless the forecasts of all close followers of the national game go astray the season will be the most successful and the most profitable in the history of the sport.

The Chicago club, the champions of last year, lined up against the Detroit club at the Sports grounds this afternoon in the presence of a crowd that packed the grandstands and bleachers, despite the fact that the latter have been extended to twice the capacity of last year. The other games scheduled for the day are Cleveland in St. Louis, Boston in Washington and Philadelphia in Baltimore.

Manager Harris of the San Francisco Club added another pitcher to his staff when he received word from Cincinnati that Glendon had accepted his terms. Harris immediately sent him a ticket and advanced money, and the new pitcher will leave for the Coast immediately and may pitch one of the games in the Los Angeles series. Signing of Glendon does not mean that any of the present staff will be released. When a club is playing we are a weak it has use for

Mitchell BICYCLES

\$25 AND \$35



Motor Cycle \$200

SNELLS \$25, \$35, \$40

Cushion Frame \$50 Sundries and Tires

AN OLD, RELIABLE, WELL ESTABLISHED HOUSE

that has been for 30 years catering to the trade of the Northwest. We practically own our own Bicycle Factory, and are perhaps as likely to remain in the business, to take care of you and the bicycles we sell you, as anybody now doing business in the Northwest. We mention this because it is a matter you should think about, especially as dealers and wheels that were here last year are gone this year, and no doubt they will continue to drop out; but WE ARE HERE TO STAY. We run our bicycle business in connection with our other business, at the minimum of expense. Hence we can stay in when the other fellow is forced to quit, and we can give you more value for your money at any and all times than anybody in the business.

If you want new tires on an old wheel TRY THE OXFORD. You can't get any more value at any price.

Mitchell, Lewis & Staver Co.

FIRST AND TAYLOR STREETS PORTLAND, OREGON

pitchers. Glendon pitched for Portland last year and did brilliant work.

Abe Attell, who is cutting quite a swath in the East, has been matched to fight Benny Yanger, the "Tipton Blaster," in St. Louis on Thursday evening, May 1. The latter is considered one of the best fighters in the business, he having a verdict over Young Corbett. Yanger has never been beaten. His last fight was with Joe Bernstein, whom he beat in six rounds. Attell's win over Broad has placed him at the top rung of the class he represents.

The suit brought by the Humane Society against the Denver Coursing Club will be tried next Monday, and the leashmen are confident of winning out. The Butte, Montana, coursers got a decision over the Humane Society people last week, and will commence operations the first part of next month.

George Borchers, who pitched for Anson 15 years ago, is managing the team at Salt Lake, and is still a pitcher.

Bill Massey, formerly with various big league teams, will play first base for Toronto this season.

Connie Mack is trying out a one-armed pitcher named Griffith. The man is showing creditable skill.

Indict a few more contract jumpers and advance money grabbers. That's the way to stop the foolishness.

Jack Moffat is now a manager. He is piloting Dick O'Brien through the fastio shoals.

It is now said that Young Corbett and Dave Sullivan will meet in Denver May 23.

Parson Davies is now managing Bob Armstrong. The Parson had the long brown gentlemen many, many years ago.

Charity Workers.

The following officers have been elected at the annual meeting of the First Hebrew Benevolent Association: President, L. H. Lewis; vice president, Ben Selling; secretary, Sol Blumauer; treasurer, M. Halpern; trustees for three years, Sol Hirsch and Sig. Michel. The reports of the retiring officers showed that good work has been done for the past year, over \$300 having been expended for charity.

HAIL COLUMBIAS HAPPY LAND. 126 FIRST ST. Near



HAPPY IS THE PERSON WHO RIDES A COLUMBIA BICYCLE

STANDARD OF THE WORLD.

Why? throw your money away on cheap wheels when you can get the Columbia which is acknowledged the world over as the acme of Bicycle Construction.

CHAIN AND CHAINLESS CUSHION FRAME AND COASTER BRAKE

From \$40 to \$80 HARTFORDS \$35 VEDETTES \$25

Fay Juvenile high grade for the little folks. Sundries and Repairing. Chainless repairing a specialty.

F. P. KEENAN

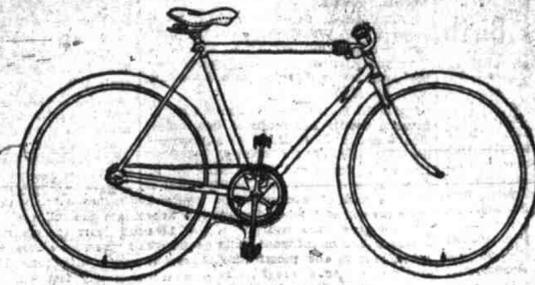
Files a New Bond.

A new bond has been given by David M. Dunne, Collector of Internal Revenue for this district to the government. Collector Dunne has completed his term of office of four years, and a new bond therefore became necessary. It was executed yesterday and is for \$10,000. George E. Fletcher, United States Internal Revenue Agent from Washington, D. C., was in the city to superintend the renewal of Colonel Dunne's bond. Collector Dunne yesterday approved

the following changes: William N. Chambers, of Pullman, Wash., Deputy Collector, to succeed J. L. Mohundro, who has resigned to take the position of Registrar of the Land Office at Walla Walla. The district to which Mr. Chambers has been appointed embraces the following Washington counties: Adams, Asotin, Columbia, Garfield, Franklin, Whitman, Walla Walla, Klickitat, Yakima and Kittitas.

All Portland knows the Columbia telephone service is the best. If you're from

ALWAYS IN THE LEAD



MANUFACTURED FOR 23 YEARS

It takes experience to build a perfect Bicycle. The Rambler of today is the result of 23 years experience in bicycle building, experience which has brought it to that state of perfection which entitles it to the distinction of being

"THE BEST WHEEL ON EARTH"

The 1902

Rambler BICYCLES

AT \$25, \$30, \$35, \$40, \$50, \$60 ARE

The Best Bicycle Values ever offered. Ask Rambler Riders—thousands of them in Northwest

Let us interest you in Automobiles. Call and let us show you The Toledo Steam Carriage The Waverly Electric Runabout

The finest machines of their class on the market. Their class the finest.



Fred T. Merrill Cycle Co.

105, 107, 109, 111 Sixth St., Portland

SPOKANE TACOMA SEATTLE

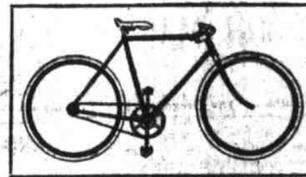
WOLFF-AMERICAN BICYCLES

\$25, \$30, \$40

AMERICA'S FINEST BICYCLE

Not Made by a Trust. Not Sold by a Trust.

Eccentric Chain Adjustment



Knockout Axles

Be honest with yourself and see a Bicycle built on honor. Translucent Salamander enamel on all nickel. The strongest wheel. The lightest wheel. The easiest running Bicycle.

AGENTS WANTED IN EVERY TOWN IN THE NORTHWEST.

S. S. SIGEL,

335 Morrison Street

Portland, Oregon