

FEW BRIDGES OPEN

Nearly Three Miles of Them Closed as Unsafe.

EARLY RELIEF IS IMPOSSIBLE

Only Means of Securing Money to Re-build or Fill Bridges Found in New Charter—Cost Will Be Fully \$150,000.

Nearly three miles of the bridges and elevated roadways by which the business center of Portland is connected with the residence suburbs are in such bad repair that they have been closed as unsafe for traffic and people have to make long circuits to get around the breaks in the lines of communication. The few bridges which remain open are in such bad condition that unless repairs are soon made, they will also have to be closed. The city has no funds to pay for repairs or rebuilding, and the present city charter makes it practically impossible to have the work done at the expense of the property owners. There is no prospect of relief until the new charter is adopted by the Legislature. Then the city will have enlarged powers of levying taxes and of having improvements made by the creation of local improvement districts. This, in a nutshell, is the situation with which the city is confronted and to which attention was forcibly called by the collapse of the Marquam gulch bridge Monday afternoon.

Almost all of the bridges and elevated roadways by which the streets are extended across the sloughs and bottom lands which parallel the Willamette River and across the many deep gulches which cut the higher lands have been condemned by City Engineer W. C. Elliott. Most of them were built from 15 to 20 years ago, during the period of the rapid growth of the city. They began to get out of repair about the time of the panic and during the years of depression which

denied by City Engineer W. C. Elliott. Most of them were built from 15 to 20 years ago, during the period of the rapid growth of the city. They began to get out of repair about the time of the panic and during the years of depression which followed no funds were available to repair them. Moreover, they were not absolutely unsafe and could be kept passable by a little patching from time to time. But this makeshift policy has been continued until they have gone from bad to worse and finally have come to grief all within a short time. One by one they have been closed by the City Engineer to avoid risk to life, limb and property until now only a few remain open, and they are in a decidedly rickety condition.

Bridges That Are Closed:

The records of the City Engineer's office show that the following bridges have been closed:

Larrabee street, across Montgomery gulch, 400 feet long, 40 to 50 feet high, main bridge to Lower Albina.

Williams avenue, between Broadway and Welder, 210 feet long.

Holiday avenue, crossing Sullivan's gulch, torn down because in danger of falling over O. R. & N. Railroad, 420 feet long.

Grand avenue, between East Everett and East Clisan streets, 330 feet long, 75 feet high.

East Oak street, between Water and East Third, and between Union avenue and East Sixth, about 1300 feet.

East Stark, between Grand avenue and East Seventh, 1800 feet.

East Washington street, from Water to Union avenue, 1040 feet.

Belmont street, from Ninth to Tenth, 200 feet.

East Ankeny, from East Second to the river, 780 feet.

East Ash, between Second and the river, and between Twenty-second and Twenty-third, 920 feet in all.

East Third, from Washington to Oak, 520 feet.

East Alder, from Seventh to Eighth, 250 feet; closed November 4.

Belmont, from East Water to Union avenue, 980 feet.

Union avenue, portions all the way from East Oak to East Madison streets, about 2000 feet.

East Clay street, from East First to East Third, 520 feet long.

All these, except East Washington, East Stark, East Oak and Union avenue, have been closed by Mr. Elliott.

Eleventh street, between Pettygrove and Gulimby streets, about 350 feet, closed November 4.

Alder street, between Lownsdale and Washington streets, about 900 feet.

Sixteenth street, between Morrison and Washington, about 400 feet.

First street, between Sheridan and Meade, and between Wood and Gibbs, about 700 feet.

Front street, between Gaines and Abernethy, about 300 feet.

Corbett street, between Porter and Grover, about 200 feet.

Sidewalk on Willamette Heights bridge, along north side, 410 feet long and 110 feet high.

Second street, from Sheridan to Arthur, 400 feet.