

GRAND TRUNK WOULD SPAN BLACK RIVER

Will Ask Supervisors For Right To Build Steel Bascule Bridge At Sulphite Plant

A new steel bascule lift bridge will replace the obsolete Grand Trunk draw span bridge across Black river, near the Port Huron Sulphite & Paper company's plant, if the board of supervisors acts favorably on a request for permission to build.

The application for authority will be presented to the board at its opening session Oct. 12, according to a notice printed in The Times-Herald today at the direction of C. G. Bowker, general manager of the Chicago, Detroit & Canada Grand Trunk Junction railroad.

Bready's Pastorate To Bid Farewell In Reception Tonight



REV. RUSSELL H. BREADY

Members of the congregation of Boulevard Temple M. E. church, Detroit, will honor Rev. Russell H. Bready and Mrs. Bready at a farewell reception at the church this evening in Detroit.

Dr. Bready has been transferred to First M. E. church, Port Huron, after a two years pastorate in Detroit. A program of addresses will precede the informal reception. C. A. Nyman will preside and speakers will be Rev. M. C. Pearson, executive secretary of the Detroit council of churches, and Rev. William H. Phelps, D. D., editor of the Michigan Advocate, and recently absolved of charges of heresy made by Rev. Levi Bird, Port Sanilac. F. L. Flynn will present Dr. and Mrs. Bready with a gift and testimonial from the congregation.

Mr. and Mrs. Bready will arrive in Port Huron to make their home as soon as possible, and the new Port Huron pastor will deliver his first address in the Lapeer avenue Methodist church Sunday.

Name, Caillaux Pronounced 'Ki-Yo'

New York, Sept. 23.—Finance Minister Caillaux, who begins negotiations for the settlement of the French war debt to the United States in Washington today, has been amused by the mispronunciations of his surname.

One of the members of his party tried to impress upon newspapermen who met him at quarantine that it should be pronounced phonetically, as though it were written "Ki-yo," with both vowels long.

Hi-Jackers, Taken By Surprise, Fight Detroit Officers

(By The Associated Press)

Detroit, Sept. 23.—Two hi-jackers were surprised in an attempt to holdup a saloon here early today and escaped only after a battle with two detectives.

The detectives, Sergeant Frank McDermott and Leoy Mitchell, were informed by an unidentified woman by telephone that two men planned to holdup the saloon during the night.

The officers were concealed, one behind the bar and the other in a corridor when the two hi-packers entered, ordered drinks, and then ordered the proprietor and three customers to throw up their hands.

The detectives leaped from their hiding places and the gun battle ensued. The officers reported that both hi-jackers were wounded, one of them falling twice in the scramble for their automobile in the

It is understood that the construction of the bridge will be begun in 1926, since the increase in freight shipments sent out over the company's lines by factories north of Black river has overtaxed the Pere Marquette bridge, but no official confirmation for this statement could be obtained this morning.

Cost In 1926 Budget

S. L. Trusler, terminal superintendent of the Grand Trunk lines here, said today that he had been furnished with no information in regard to the railway's plans for a new bridge here. He has no knowledge, he said, that the management of the lines is planning to replace the old Grand Trunk structure with a new one.

Officials of the company, however, have indicated to J. L. Ludlow, secretary of the Chamber of Commerce, that a provision for a bridge of some type will be made in the 1926 budget, and that construction will start with the beginning of a new fiscal year.

Mr. Ludlow expressed satisfaction when he was informed that it is the company's intention to build a lift bridge with a span of 80 feet.

Cost \$350,000

"We have tried to persuade the company's representatives that this is the type of bridge they should build here," he said, "but at our last conference we were told that this would be too expensive a type. A jack-knife type bridge, they said, would cost \$350,000, but a counter-balance bridge, built to swing from a pivot constructed on the bank of the river, would cost only \$250,000. I think the Chamber of Commerce will be glad to indorse a bascule bridge, and that it will not oppose it before the board of supervisors."

Frank S. Henson, president of the Chamber of Commerce, said that he would welcome the building of a bascule bridge. It would be a benefit to the city, he said, because it would make possible the abandonment of the Pere Marquette bridge. It is his understanding that the Pere Marquette will use the Grand Trunk bridge when it is built.

Mayor John B. McIlwain also expressed himself to be in favor of granting permission to the company to build a structure of the bascule type.

"This is the kind of bridge we have been wanting the company to build," he said. "The city will not try to influence the board of supervisors to refuse authority for its construction."

Board Favorable

Burt D. Cady, city attorney, and member of the board of supervisors, said that he is of the opinion that there will be no question that the application will be granted by the board. There would be no reason to refuse permission, he said.

Under the law permission to build any obstacle in a navigable stream must be obtained from the board of supervisors in the county in which the structure is to be erected. The war department must also be consulted, but it is believed that the permission granted in 1859, when the old bridge was built, is still valid.

Since the opening would be 80 feet wide, and since the bridge would life at one end, vessels of any size could pass up the stream, it is said.

Would Aid Factories

The new bridge would enable the railroad adequately to serve the New Egyptian Portland Cement company, now sending out from 2,000 to 2,500 barrels a day over the Grand Trunk, the Port Huron Sulphite & Paper Co., the Dunn Paper company, and E. B. Muller & Co., chicory manufacturers. In addition coal dealers north of Black river would be benefited by the bridge, since the condition of the Pere Marquette span has enforced lightening of cars on the south side of the river before switching to the north side.

Rails would not be taken out of Pine Grove park, however, since they would be needed to supply dealers near the mouth of Black river.

