

# ADVOCATES TUBE UNDER THE RIVER

## Engineer Bailey Says Tunnel Is Only Modern Means of Communication.

### QUESTION IMPORTANT ONE

#### He Declares Bridge Such as Is Proposed Is Already Out of Date and Cites Experience of Other Cities Situated Like Portland.

"Portland, like every other city built or building on each side of a river, is rapidly coming face to face with the serious question of quick and convenient communication between the two parts of the divided city," said William Bailey, an engineer, last night. "A river is first crossed by means of boats, as occasion demands, each individual for himself; then comes the ferry with regular trips; then the pier bridge; then the drawbridge; then the suspension or cantilever bridge; then no bridge at all but tunnels, like Portland; New York and London, for instance. Portland is now at the drawbridge stage, and I notice that high suspension or cantilever bridges are now being talked of to replace the drawbridges.

"Now before such a bridge is seriously considered, the matter of tunnels, with all due respect for the opinion of gentlemen who favor such bridges, as well as for the engineers who prepare and submit the plans for them, I beg to call the attention of the people of this good old City of Portland, who will be called upon to foot the bills in connection therewith, to the fact that such bridges are rapidly becoming antique, out of date, and have little place in modern engineering, and to the solving of such problems of quick transportation, without impeding the harbor room and impeding the movement of the shipping, as confront the people of Portland today.

#### Bridges Growing Obsolete.

"Such structures as the one mentioned are rapidly becoming obsolete and giving place to the more modern and up-to-date structures. In the scheme of things, as witness the millions of dollars that have been and are still being spent in underground railroads and tunnels, and the fact that such bridges are rapidly becoming antique, out of date, and have little place in modern engineering, and to the solving of such problems of quick transportation, without impeding the harbor room and impeding the movement of the shipping, as confront the people of Portland today.

"Then the piers and abutments of these bridges will not only be in the way, but will prove a constant menace and danger to shipping, and particularly in times of high water. Besides, we are hearing so much these days of the poor quality of steel being turned out of the mills and of numerous accidents, and of the accompanying loss of life. Witness the collapse, a few weeks ago, of the immense steel bridge in course of erection to span the St. Lawrence river in the vicinity of Quebec, a total loss of \$19,000,000.

"During the past few years I have, in the course of business made a number of visits of weeks, and sometimes months, duration to New York, London, Paris and other large cities of Europe, and have been very much interested, as an engineer, in the underground railroads being built, and which are now in operation, to take care of the passenger traffic of the streetcar system, and thus relieve the badly congested streets of the great cities of the world, particularly in London and New York.

#### Network of Tubes Under London.

"London particularly is underlain by a vast network of tubes, and the railroads which are magnificent specimens of modern engineering, splendidly equipped with electric car systems, similar to the ones in use and run on the same plan as the railroads in New York. I visited them a number of times while they were in course of construction, and I was much struck with the simplicity and comparative cheapness of the construction in comparison to the vast benefits accruing therefrom. They consist of two tubes lying side by side like the barrels of a shotgun, one for the up and the other for the down traffic, with stations and platforms at stated intervals. The passengers are moved to and from the street level in huge elevators as well as by a winding staircase at every station. The fare on the first one to be operated was 4 cents for the entire journey of an intermediate station, and ran from the Bank to the West End, a distance of about seven miles.

"The tunnels are cut with special boring machinery, compressed air, and are lined with steel, with an inner lining of concrete cement, the latter faced with white porcelain tiling, or brick, at the stations, which give it a beautiful clean and neat appearance.

"The pioneer, however, and the one most applicable to the present condition of affairs in Portland, is the Blackwall tunnel. This is built particularly to accommodate the working people who have to cross the river to and from Deptford and Greenwich to the manufacturing districts of London proper. It has seven-eighths of a mile in length—just about the same as this proposed steel bridge; is wide enough for two vehicles to pass each other comfortably; has electric lights; horse omnibuses carry passengers through it for 2 cents, and connect with streetcars at each end. All these projects have proved a great success from the start, and have been remarkably free from accidents, both during construction and while in actual operation.

#### Tunnel May Be Built Cheaply Here.

"There is of course no comparison between the cost of cement and structural steel, particularly here in Portland, with its cheap ocean transportation. It is quite likely that such a tunnel can be built under the Willamette without a permanent steel lining, which would vastly cheapen the cost. If nothing but the real first-class material was used in its construction, it would be practically indestructible and here for all time. Any number of these can be built as occasion arises without in the least being in the way of ships, either during or after construction. Such a double tunnel can be had for each street.

"Electrolysis, the great number of all steel structures, would also be eliminated,

while the same grades, or less, would probably be available for the approach. In the benefits to accrue there is really no comparison, all being greatly in favor of tunnels under the river, which would be a very small job indeed compared to the great tunnels now being constructed under the Hudson River from New York for the big steam railroads. I have gone through the Blackwall tunnel many times, and have often thought, while doing so, what a fine thing for Portland such a tunnel, or tunnels would be, whenever the conditions warranted their building. I have also often been struck with the great similarity of location of this city and London, both being located on fresh water along an inland waterway and harbor.

#### Columbia Bar to Be Overcome.

"Money and brains, of which there are a plenty in the country, will eventually overcome the difficulty of the bar at the mouth of the Columbia, and a river channel of any required depth can be made by dredging. The London County Council, in connection with the Port of London, has appropriated and is now spending the magnificent sum of \$35,000,000 to deepen the channel of the Thames and to enlarge the docks to accommodate the modern leviathan steamships.

"Personally I have no axe to grind, and do not wish to be understood as harshly criticizing the gentlemen having the steel bridge project in mind, but in view of the large sum of money to be expended, I think that it would be wise for the representatives of the taxpayers of the city to at least fully investigate the merits, as well as the demerits, of both systems before deciding on either.

"If the people are in earnest on this matter, and it certainly presses for rec-

ognition more and more every day, I would respectfully suggest, in view of its enormous importance to the Port and City of Portland, that the Mayor appoint a commission of enquiry composed of representative business men and engineers to examine fully into the details of the matter.

"Before anything definite is done to alter the present bridges beyond necessary repairs, a full report concerning both bridges and tunnels should be published and the choice between them be left to the taxpayers and property-owners."

#### RATE ORDER FOUND VOID

### SUPREME COURT RULES ON SPOKANE CONTROVERSY.

#### Commission Has No Authority to Investigate Unjust Freight Charges Except on Complaint.

OLYMPIA, Wash., Nov. 21.—(Special.)—The Railroad Commission order made two years ago and designed particularly to prevent the railroads from increasing distributing rates out of Spokane, was today held void by the Supreme Court. Just before the hearing which the Commission had at Walla Walla to formulate a general distance tariff the Commission found there were a number of special class and commodity rates in existence, including these rates out of Spokane and special rates out of Seattle and Tacoma. The Commission was advised also that if it put in a general distance tariff to apply in the entire state, the railroads would probably retaliate by increasing the Spokane and other special rates.

#### MANY ASK SMALL LOANS

### Bank Holidays Lead to Increase in Borrowers.

Has the victim of the bank suspensions approached you yet with requests for loans? If not, he will be around shortly. At any rate, he will tell you that he has an immense sum in the banks, but that it is tied up so he cannot get it. Meanwhile he needs a little cash, say \$20 or \$30, or \$50, just to tide him over until he can realize on his deposits.

#### A Parable of Three Marriages.

PORTLAND, Nov. 20.—(To the Editor.)—If I married two young girls and they both died, and then took a third young girl for my third wife, I have served three full terms in jail. That's what Jim Foley calls a figure of speech.

#### Waiting for Final Order.

SALEM, Or., Nov. 21.—(Special.)—The

# BUY A SKYSCRAPER

## Local Capitalists Take Over Board of Trade Building.

### WILL FINISH STRUCTURE

#### Gay Lombard and J. M. Healy Invest Large Sum in Property—Oregon Trust Bank Receiver Will Get \$40,000.

The imposing new Board of Trade building, a 11-story structure, yesterday passed to the ownership of two Portland capitalists, who, through this purchase, signify their unbounded confidence in the city's present and future property values. Gay Lombard and Joseph M. Healy have assumed all responsibility for the building, entering into an obligation to pay over to the receiver of the Oregon Trust & Savings Bank \$40,000, on account of the closed bank's



BOARD OF TRADE BUILDING AS IT WILL APPEAR WHEN COMPLETED.

claim against the property. The new owners also had a new lease negotiated by the owner of the ground on which the building stands, Dr. E. H. Parker, the terms of the new lease providing for ground rents extending over a period of 30 years, at the end of which term title to the property will vest in Mr. Lombard and Mr. Healy. Dr. Parker having sold his interest in the new building.

This transaction is certain to arouse more than ordinary interest, apart from the large amount of money involved. Some of the leading real estate dealers of the city, when asked last night what effect this transaction would have on the local market, replied that without doubt it would result in benefit in many ways than one. In the first place, they pointed out, the real estate business will be stimulated, as people have been more or less "up in the air" concerning the immediate future, but now that it is found such an important transaction as the one referred to can be financed, even if the banks are still under the handicap of legal holidays, the result cannot but restore much lost confidence.

Several concerns reported that deals were being negotiated about a parcel, but that until yesterday there seemed to be little prospect of closing them up. This transaction they call the entering wedge and any business will brighten up, but that until yesterday there seemed to be little prospect of closing them up. This transaction they call the entering wedge and any business will brighten up, but that until yesterday there seemed to be little prospect of closing them up.

The intention of the owners is that the building shall rank second to none on the Coast. Every modern convenience in the way of elevator service, electric lighting and heating, tiling and, in fact, all recent improvements in buildings of the first-class are to be installed.

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# THE COCOA

## The cocoa with the Yellow Wrapper has no superior in quality

### Its Double Strength saves 1/2 your COCOA

S. L. Barlett Co., BOSTON. Aris, Campbell & Gault, Agents.

Railroad Commission today received notice from General Fairman, Agent for Murray, of the Harriman lines, that the new mileage books cannot be placed on sale until permission has been received from the Interstate Commerce Commission, which will probably take until the end of this week.

### RAILROADS ARE TO HELP

#### Other Inducements for Convention of Oregon Dairymen.

To make the sixteenth annual convention of the Oregon Dairyman's Association at Portland, December 12 and 13, a state event is the plan of the Harriman officials at the general offices in the Wells Fargo building. Every possible encouragement that will add to the attendance and increase interest in the gathering is being given the dairymen by the railroad. Besides giving the customary one and one-third rate for the round trip to Portland from any point on the Harriman lines in the state, traffic officials agree to return to the shipping point, free of charge, the milk cans and other equipment that agents meet with leading dairymen and talk over the coming convention so that the railroad representatives may know how best to further the benefit of the greatest industries of the state and every encouragement should be given it.

"We should make this convention a big affair," said William McMurray, general agent for the Harriman lines, yesterday. "Dairying is becoming one of the greatest industries of the state and every encouragement should be given it. Tickets have been so arranged that those from the interior of the state will have two days in Portland after the convention closes without incurring the expense of the reduced rates. This is an attractive feature in that many can take advantage of the excursion to do holiday shopping.

Many prizes have been provided for the best exhibits of dairy products. The premiums are as follows: For the highest scoring creamery butter, 25 gold medals; for the highest scoring creamery butter, five barrels Worcester salt; for the highest scoring dairy butter, 25 gold medals; for the highest scoring American full cream cheese, 25 gold medals; for the highest scoring American full cream cheese, 25 gallons Hansen's Danish renet extract; for the best display of dairy products, \$50 in cash; for the second best display of dairy products, \$35 in cash (cash donated by Portland Flouring Mill Company).

Special—Offered by De Laval Dairy Supply Company, Portland, Or.: For highest scoring creamery butter, 25 gold medals; for highest scoring dairy butter, 25 gold medals; for highest scoring American full cream cheese, 25 gold medals; for the best display of dairy products, \$50 in cash; for the second best display of dairy products, \$35 in cash (cash donated by Portland Flouring Mill Company).

After nearly three hours of deliberation, last night in Carpenters' Hall, on Grand avenue, delegates from the different civic societies resolved to form a permanent organization. This organization will be called the Initiative and Referendum League. Its object will be to discuss and propose legislation and invoke the referendum on measures detrimental to the people. H. G. Parsons, on taking the chair, explained the original object and how the movement was started by the appointment of a committee by the United East Side Push Clubs.

He explained that an attack had been made on the initiative and referendum by the Pacific States Telegraph & Telephone Company in refusing to pay the 10 per cent gross earnings tax under a law passed by vote of the people. The case would, he said, be carried to the Supreme Court, backed by all the resources of the telephone and other public service corporations with unlimited means for hiring able attorneys, and it was proposed to obtain aid for the Attorney-General of the state to defend the law.

Practically all the push clubs, labor organizations and civic bodies of the city were represented. Joseph Gaston, a single representative, was present from the Grange. Mr. Gaston said that the Grange was interested and would be glad to take part.

Harry Yanckwich, an attorney, addressed the meeting, explaining the operation of the initiative and referendum for the information of the meeting. George Anderson, the officer who explained portions of the law. Mr. Thatcher said he had been invited to prepare a paper for the American Political Association, which meets in Madison, Wis., in December, showing the operation of the law in Oregon.

As the discussion proceeded, the plan took a much wider scope than at first intended, but this was considered necessary to carry out the original intention. The new organization will defend the initiative and referendum and discuss laws that may be proposed, and besides go further and invoke the referendum where necessary.

On motion, Mr. Parsons was made permanent president, and Harry Yanckwich secretary. J. L. Loveridge, Joseph Gaston, S. B. Thayer, J. B. Thorpe and N. Hughes were appointed a committee on finance. On constitution and permanent organization, the following were appointed: Harry Yanckwich, John A. Goldrainer, S. B. Fisher, M. H. Robinson and George Anderson. The officers explained the resolutions were then adopted as the platform of the league, being introduced by John A. Goldrainer, were made a committee on publicity.

Whereas, The initiative and referendum has been secured at the price of considerable labor on the part of the citizens of Oregon, and has already abundantly demonstrated itself as the most effective safeguard of the interests of the people, and

Resolved, That the delegates to this meeting, representing civil and labor bodies, granges and citizens of Oregon, denounce the attack of the Pacific States Telephone & Telegraph Company to destroy the initiative and referendum, and call upon all people to join in supporting the defense of the same in the pending case at law referred to; and be it further

Resolved, That this meeting urge every voter of Oregon and every civic, fraternal, religious and labor organization in this state to make this a matter of general concern to the end that the initiative and referendum may be sustained and preserved. The resolutions were adopted un-

# NEW ERA SHOEMAKING

—That is the whole explanation of the CRAWFORD system. The only real advantage that the CRAWFORD makers hold over other HONEST manufacturers is colossal output. The CRAWFORD "general staff" is no larger than that employed by makers of one-tenth the Crawford output. The CRAWFORD profit is not designed to keep up with any stock hydrant process; it is simply a case of continually increasing output. Economically handled and honestly sold. Get Acquainted.

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### ORGANIZE TO FIGHT

#### Civic Societies Unite in Defense of Referendum.

### PLANS TAKE WIDE SCOPE

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# SPECIAL SALE OF RUGS

We offer this week two remarkable Rug specials:

Finest quality Tapestry Brussels, handsome designs, best colorings; size 9x12; reg. value \$24.75; special price **\$19.50**

Velvet Rugs, size 27x54-in; floral and Oriental patterns, very durable and rich fabric; regular \$2.25, special **\$1.45**

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We expect these remarkable offerings, both in price and quality, to crowd our store today and tomorrow.

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Brook Mink Blouse Jacket, new # 1 w/ collar effect. Regular \$95.00, Special, **\$75.00**

Brook Mink Box Coat, latest collarless effect, finished with 4 large fur-covered buttons. Regular \$90.00, Special, **\$75.00**

We are also offering a fine line of specials in Neck Scarfs, comprising all of the fads and fancies of particular dressers and worth a third more than we ask, namely,

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A number of handsome sets ranging in price from **\$12.50 to \$35**

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John P. Plagemann, Mgr.

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