Engineer Modjeski's Estimate \$7,800,000, Not \$1,250,-000, as Said.

TUBE, TOO COSTLY

SHOWN BY RECORD

DEPTH, APPROACHES BAR

Prominent Men at City Council Meeting in October, 1998, Recall Hasty Computation by Expert-Report Cited.

Question of a tube for streetcar traffic under the Willamette River, at a point between Burnside and Morrison streets, has been aglisted to some extent recently, desplie the loud demand for prompt crec-tion of the Broadway bridge, and in this connection it mus been suid that the tube could be constructed even cheaper than the Broadway bridge. On October 21, 1908, The Occurring cointed the scenario of the the Brondway bridge. On October 21, 1908, The Oregonian printed the account of the Council meeting of October 20, at which the tube-cost estimate of 57,800,000 by En-gineer Modjeski was submitted. A small tube, Mr. Modjeski ornily admitted, might' possibly be built for \$2,800,000, but he dis-cussed no details. In his report, however, he specified engineering obstacles in the way of a cheap tunnel. In The Ore-gonian's account of the meeting was the following statement: following statement:

There was a desire upon the part of a few who were prosent for figures on a tube to accommodate streetcar traffic only and Engineer Modjesici made a hasty estimate, plating the expense of the two tubes, which he said would be necessary to care for the traffic, at \$2,800,000.

### Estimate Not \$1,250,000.

That The Oregonian's report of \$2,800,000 a the basty estimate made by Engineer as the hasty estimate made by Engineer Modjeski is correct, and that the amount named was not \$1,250,000, as has been stated in a signed communication to The Oregonian, is verified by a number of those who were present at the Council meeting, among them Whitney L. Boise, William F. Woodward, J. H. Nolta and Dr. I., M. Davis, "People speak inconsiderately in dis-cussing these tubes and bridges" said

"People speak inconsiderately in dis-cursing these tubes and bridges," said Mr. Bolac. "It is suggested that a tube be built with an exit at Fifth and Oak streats. Now, it must be remembered that in 1894 we had high water which ex-tended even beyond Fifth and Oak. This may happen again, and if we had a tube high water such as that would put the traffic of the dity in fearful condition. The Broadway bridge seems to be the enty feasible solution to the problem, and I am hoping it will soon be built."

### He Remembers Total.

William F. Woodward, of the firm of Woodard, Clark & Co. was also at the meeting. He said last night that \$2,800. 600 was the estimate placed by Engineer Modjeski.

There was no mention of \$1,250,000 at "There was no mention of \$1,50,000 at all." said Mr. Woodward. "The sum re-quired for the small tube was given on a hasty estimate as \$1,500,000. I remember that there were no figures presented which compared with those for the bas-cule drawbridge and the figures submit-ted were so much above the bridge fig-ures that, they made the tube question an utter impossibility. If I remember correctly, the figures for the tube which would be practicable were almost \$8,000,-000, so great a figure that the proposition became impossible."

J. H. Nolts, also at the Council meeting when the report was submitted, remem-hered the figures to be \$2,800,900 for the stretter tube. Dr. W. I. Cottel, who also attended the meeting, did not remember the exact figures, but was surthat \$1,250,000 was not named and believes \$2,500,000 was the exact cost given in the hasty estimate. Dr. L. M. Davis also remembered \$2,500,000 as the figure placed.

Estimate Not Definite.

<text><text> TAX LEVY 4.9 MILLS Ways and Means Committee COMBINED RATE IS

Mayor Gleeful Over Success in Thirty-seven-Foot Depth Chosen,

<text><text><text><text><text><text><text><text> With the fixing, of the city tax levy at 4.90 mills by the ways and means com-mittee yesterday the combined levy to date is 19.25, as against 30 mills for 1909, so that all hope of a much lower tax for the coming year is at an end. The var-lous keyying authorities seem unable to carry on business at any lower rate, with the exception of the city of Port-iand, which dropped from 6.6 to 4.9. There are levies for the state, state school, county, roads, library, Port of Portland, city of Portland and School District No. 1. Theartily congratulate the members of the ways and means committee," said Mayor Simon after the committee had voted to recommend a tax levy

### London Tube Insufficient

<text><section-header><text><text><text><text><text><text><text> second valuation, out the increase, just certified by Assessor Sigler, made it pos-sible for the slight decrease. The levy is distributed so that the fire department tax is 1.55, the police depart-ment 1.05, the bonded interest fund .73, the street repair fund .57, the library fund .13, the park fund .42, the lighting fund .45 and the sinking fund .20. Fire Department Leads.

The city will thus have for next year's expenditure \$1,086,654. The fire department heads the list. It will have \$455,000. The police department is second, with \$250,000. For interest there is provided \$161,000 and for street repairs \$117,000, for public light-ing \$119,000, and for the park department \$111,000.

Councilman Devlin, chairman of the Councilman Deviln, chairman of the committee, called the meeting to order at 10 o'clock, and the work was completed in little more than an hour. This was made possible largely by the careful manner in which Mayor Simon had pre-pared his budget, which was the guide used by the committee in making its rec-commendations. There was manually in the second ommendations. There was general re-joicing when it was found that it would be possible to hold the tax levy below 5 mills, the maximum set by the Mayor. Councilman Wallace expressed the be-lief that the salaries of firemen could be cut withou injuring the service any. said he believes they are too highly paid for the work they have to do.

### Simon Calls It Humbug. "They are busy trying to keep dry, and

He

Cuts Estimate.

Keeping Rate Down - Agitation

Over Firemen Dismissed as

"Political Humbug."

had voted to recommend a tax levy of 4.9 milis. The Mayor had sub-mitted his budget, calling for a 5-mill lovy, based on the old estimate of as-sessed valuation, but the increase, just

19.25

they are busy trying to keep dry, and can't do much for their salaries," re-marked Councilman Cellars. "Why don't they patch up the cracks in their houses and thus help to keep themselves warm, if they are as cold as they are alleged to be." "It's political humbug," replied Mayor Chicago Tube Abandoned.

Simon: "A lot of busybodies are doing some agitating-that's all."

Chicago Tube Abandoned. The writer knows of no tunnels in this rountry used for vehicle traffic. A tunnel for that purpose was constructed in Chi-cago many years acc, but soon afterward was turned over to the strettcar company, harring out vehicles, and since the abolt-tion of cable traction lines in Chicago it has been entiroly abandbead. A tunnel used for stretcar or rapid transit purposes only is not as objection-able, and in fact may be made very ad-wantageous. The approach grades can be made much steeper, according to the length of the crossing, and the unattractiveness some agitating-that's all. The subject was passed by without further comment. The police department will have funds enough to provide about 20 more police-men, which, the Mayor suggested, will be needed to the mayor suggested, will be men, which, the Mayor suggested, needed in the suburban districts. He urged that the toyy be sufficiently large city. The levies for 1909 and 1910 in detail



Does your baking powder contain alum? Look upon the label. Use only a powder whose label shows it to be made with cream of tartar.

NOTE .- Safety lies in buying always the Royal Baking Powder, which is the only baking powder made from Royal grape cream of tartar.

## VARIOUS VIEWS PRESENTED ON THE BRIDGE QUESTION

Railways, Not City, Should Build Tunnels-Bridge Straight to Peninsula Needed-Walking Against Draws Decried-Port's Stand Landed.

PORTLAND, Dec. 15.—(To the Edi-or.)—In reply to the recent articles of K. Henry and Martin Winch, in heir advocacy of tubes, tunnels or PORTLAND, Dec. 15.—(To the Edi-tor.)—In reply to the recent articles of C. K. Henry and Martin Winch, in their advocacy of tubes, tunnels or subways, under the Willamette River, in lieu of bridges, permit me to say: These gentiemen should read Engi-neer Modjeski's \$5000 report given to our city "dads" some three or four years ago. If I remember correctly, this \$5000 expert engineer's estimated cost of a subway under the Willamette except to let pais the highest-masted sail, ing vessels, and this will not be over 50 times a year. Streetcars, pedestrians, teams and automobiles will seldom be de-layed. This bridge will carry more traflayed. This pringe will carry how the fic than all the other bridges combined. As Commissioner Wheelwright stated, if we have need for better service there should be a passage under the river, as in the should be a passage under the river, as in cost of a subway under the Willamette cost of a subway under the Willamette River was in the neighborhood of \$7,-000,000, with 60 feet of an elevator on the West Side and a 90-foot elevator on the East Side, so that the cost of should be a passage under the river, as in other large cities, particularly for this part of the city, where shipping and steamboat traffic is heavier than in any other part. It has occurred to me that Lower Albina would be a good point for this underground passage. It is one of the oldest parts of our city and heavily inhabited, and would accommodate as many people as any bridge that we have in the City of Portland. The people have been misled by lack of perating elevators alone would exceed that of maintaining five or six bridges, while the cost of such a tunnel (\$7,000,-000) would build four or five new first-class structures across the Willamette River. I think I am safe in stating to these mentioned and such a stating to these

I think I am safe in stating to these gentlemen, as well as to other enthu-slastic clitzens who earnestly favor subways, without first inquiring into the practicability of such "burrowed" highways, that there is not a subway under any river in the United States to-day (and for that matter I think I am safe in stating under any river in the world) used for either foot passage or wagon traffic. Chicago abandoned its subway to the rallway companies some six or eight years ago. In the City of Portland. The people have been misled by lack of information about the Steel bridge, and by the Fush Club, built up largely by leaders who have selfish motives in poll-tics and otherwise. This matter should be sanely considered before spending \$2,000,000, and if any such amount of money is to be spent, it appears to me that much better services would be had by means of a tube or a tunnel than of the Broadway bridge. the Broadway bridge.

six or eight years ago. There is not a subway under any river in the United States today that 

## BRIDGE FOR THE PENINSULA.

Straight Line to the West Side Instead of a Long Detour. PORTLAND, Dec. 15.-(To to Editor.)



# A New Piano Should Mean A Lifetime of Musical Pleasure

It is not entirely how an instrument looks-but how it lasts, that determines its real value.

Glossy varnish does not tell; the praise of the salesman does not tell.

You must look for the name on the piano; you must know that it represents an established reputation for honesty and merit.

You should be certain that you are not paying more for it than someone else would be asked to pay.

When you buy of Sherman, Clay & Co. you have the assurance that the piano you select is the very best that can be bought for the price paid. Every piano is absolutely guaranteed, and the price is marked on every one in plain figuresthe ONE PRICE that will buy it. An inexperienced person pays no more than the best judge of piano values.

This we believe to be the fair and honest way to do business.

Sherman, Clay & Co. sell :- The Steinway, Everett, A. B. Chase, Conover, Packard, Ludwig, Estey, Kurtzman, Emerson, Cable, Kingsbury, Wellington. Each the accepted standard in its grade. See our list of used pianos on another page.

Store Open Evenings Until Christmas

by the hundred thousand who hav greater interests. G. B. TUCKER. PORT BOARD'S STAND IS LAUDED. Mr. L. Gerlinger Says "Wait for Glisan and

Mr. L. Gerlinger Says "Wait for Glisan and Madbon Bridges." PORTLAND, Dec. 15.—(To the Edi-tor:)—As one of the residents of the East Side of the river, who thorougnly believes that the Broadway bridge proposition is premature. I wish pub-licly to commend the stand which the Port of Portland has recently taken upon this Broadway bridge proposi-tion. The reports of the proceedings of the Port of Portland in regard to their stand upon the Broadway bridge ought to carry conviction to the minds of any one that it is when to go slow in ob-structing our harbor with new bridges, and go slow upon the proposition of one that it is wise to go slow in ob-structing our harbor with new bridges, and go slow upon the proposition of spending a large amount of money for the Broadway bridge until it is shown that we need it. Everyone should bear in mind that the new railroad bridge, which is being constructed, will be seventy-two feet wine, and the upper deck is to be higher than the Broad-way bridge, which will give an unob-structed track for cars to go in each direction, and will give an unob-structed track for cars to go in each di-rection at the same time. There will be no conflict between cars and the teams, and this bridge, when built, will furnish large facilities for cross-ing the river. It also ought always to be borns in mind that the Madison-street bridge is being constructed, and that as soon as it is finished it will carry a very large traffic, which is now crowded upon the Morrison bridge. In other words, our present inconven-ience ought not to blind us to the fact that we are suffering from a lack of authorized bridges, and that we are NO WALKING ACROSS THE DRAWS. Enruest Protest Against the Suggestion of President Josselyn. PORTLAND, Or., Dec. 15.-(To the Editor.) As an East Sider, I wish to pro-best against the plan of President Josselyn for the Improvement of the streetcar service at the expense of the comfort and service at the expense of the comfort and convenience of the patrons of the chrs. The plan suggested is that all cars stop, or rather end their run, at the approach to all the bridges, and that the passen-gers be transferred across the bridges on foot. This plan would no doubt expedite the movements of the cars, but think of the extremely disagreeable alternative of having to make so many transfers in the rain and mud of an Oregon Winter. Men, berhans, would not mind this so runch

A. NEPPACH.

perhaps, would not mind this so much, but think of the poor women and children standing in the rain, waiting for the draw to close, and then having to scramble into another with the state with the

of the Port of Portland, and I wish to way bridge claiming in the press that the united East Side is in favor of the the united Last Side is in lavor of the Broadway bridge. The people on the East Side of the river are by no means convinced of the wisdom of the Broad-way bridge proposition. It must al-ways be remembered that 5,051 voters voted against the Broadway bridge and ways be remembered that solv voters voted against the Broadway bridge and only 10,078 voters voted in favor of it, and yet there was a total registration of voters of over 30,000. In other words, a majority of the voters have never voted for the Broadway bridge, and no one has a right to claim that the Broadway bridge is the choice of a majority of the voters, to say noth-ing about being indersed unanimously by the people of the East Side. Let the Broadway bridge be discussed upon its merits before the Port of Portland, instead of attempting to break down the reasonable objections of the Port of Portland by mere public clamor and newspaper articles. Let

of the Port of Portland by mere public clamor and newspaper articles. Let the people of the City of Portland study over this proposition and when they give it their aerious thought they will follow the wise leadership advocated by the members of the Port of Fortland.

Portland. It seems to me the proper thing to do would be to wait and see if the fa-cilities for crossing the river will not be sufficient after completion of the Madison and Glisan-street bridges, and use a little of this frantic effort to regulate the opening and closing of the present bridges. On completion of those two bridges, if it is found necessary to have more ways of crossing the river, then build a tube or funnel in Lower Albina or some other suit-able location.

Reading Road Declares Dividend.

## THE MORNING OREGONIAN, THURSDAY, DECEMBER 16, 1909.

Even \$2,800.000 was not named as a defi-nite estimate by Engineer Modjeski, who, at that time, apologized for the state-ment, saying it was but a hasty esti-mate and depended entirely on conditions. In even fostering the idea for such a tube at all be went against his own plans for putting in a tube for safety. Modjeski said a tube, to be properly constructed, should be beneath the bottom of the river, and chose as a place for the tunnel a lo-cation in the northern part of the city, beginning at lower Russell street, on the East Side, and at a point near Ninth and Irving streets on the West Side, Here the river has a depth of but 37 feet, and Engineer Modjeski held that the tube should be below the river bottom. So as In even fostering the idea for such a tube the river has a depth of but at left, and Engineer Modelski held that the tube should be below the river bottom, so as to do away with the dangers incident to high waters, snags, breakages and the like. Even this tube required long ap-

The present agliation now proposes to place a tube between the Morison and Burnside bridges, where the river is very deep. Engineer Modjeaki's hasty esti-mate, it is contended, was not made for a tube so far down as that, requiring approaches actualing for hast into the a tube so far down as that, requiring approaches extending far back into the center of the city to allow a grade to bring the cars through and get the open-ings away from the dangers of high water. While no estimate has ever been made on the cost of a tunnel for this part of the dity. It is held that the im-mensity of the cost, with the long ap-proaches which would be required, would be se great that a city, even the size of New York, would hesitate to saddle itself with such a burden. Advocates of the cheaper tube aver that the tube need not be bored be-neath the deep bottom of the river be-tween Morrison and Burnside streets,

heath the deep boltom of the fiver of-tween Morrison and Burnside streats, but placed above the bed of the streats. But this arrangement, Modjeski de-clared dangerous both to navigation and to the tube on account of freshet currents of the river. The Modjeski report is as follows:

### Five Points Considered.

In determining the location for a tunnel the following conditions must be considered Cost, convenience of access, grades and

<text><text><text>

Steep Grade Taboocd.

is largely obviated by the illumination in the interior of the cars. Then, again, all streetcars, travel at practically uniform speed, and therefore the source of delay mentioned above, due to variable speed, is obviated. I did not consider that a tunnel for street car use only would form part of this report, and therefore I have not consid-ered it. In view of the objections given above to a tunnel and of the excessive cost of such a structure, its construction seems to one entirely impractical for your city. I would certainly not recommend it. I respectfully submit the above report. RALPH MODJESKI Chicago, September 1, 1908.

FEDERAL BUILDING NEEDED

Vancouver Will Ask Congress to Make Appropriation.

VANCOUVER, Wash., Dec. 15.-(Spe-cial)-At an open meeting of the Van-couver Commercial Club last night a movement was started to secure from Congress an appropriation for a Federal building.

Congress an appropriation for a Federal building. A committee consisting of I. N. Swartz, Lloyd DiiBois, J. H. Eiwell, E. G. Craw-ford, A. Burnham and H. C. Phillips was supplicited to take up the matter with Government officials. It was the argu-ment that the new building would furnish room for a much-needed postoffice, a Fed-eral courtroom and quarters for the of-ficers of the Department of the Columbia. The secretary was instructed to secure the support of Congressman McCredie and Senator Jones, if possible. It was also decided to make an endeavor to secure the \$15,000 for deepening the channel from Vancouver to the mouth of the Willamette River recommended in the last Government engineers' report. The following committee was appointed to arrange a billiard and pool tourney to be held at the club in the near future:

be held at the club in the near future: Thomas P. Clark, W. D. Smith, A. Mun-

## **OPERATORS TO ARBITRATE**

Telegraph Men of Illinois Central

Agree With Officials.

CHICAGO, Dec. 15.—Telegraph oper-ators of the Illinois Central Railroad have agreed with the officials of the road to submit their troubles to arbi-

The operators have asked for a li per cent increase in wages, a reduction in the number of hours and changes in Sunday work

Workman Lodge Arouses Interest.

The meeting held last night by Fi-elity Lodge, No. 4, A. O. U. W., in The meeting held hat night by Fi-delity Lodge, No.4.4. O. U. W., in which all lodges of the city and sev-eral of the country lodges were repre-sented, aroused much interest. Grand Master Workman Gevurts opened the meeting with an address on the future of the order. Arrangements were made for holding other meetings of this character throughout the city.

Ladies' handbags and leather novelities, Steep Grade Tabooed, special sale, 20 per cent reduction. Stips big companies split For convenience of vehicle traffic through Taylor Drug Company, 289 Morrison st. • ness about evenly,



WORTH \$200 IN 1852.

Document Shows Property Now Valued at \$275,000 Was Bought

for \$100.

Three deeds executed in 1851 and 1852, when Portland was in Washing-

ton County, were recorded yesterday afternoon. The paper upon which they afternoon. are written shows the earmarks of age, and the ink has long since turned

The property conveyed is the lot at the northeast corner of Fifth and Alder Streets, designated in the deeds as lot 5, block 63, in the city of Portland, Washington County. In December, 1851, the site was worth \$100, but in the following May its value was set at toop.

\$200 On December 7, 1851, D. B. Brenan On December 7, 1851, D. B. Brenan decded the lot to Hiel Earnes, who transferred it to Thomas Prichard on February 3 of the following year. Prichard and his wife, Margaret Prich-ard, conveyed it to Robert Arthur on May 21, 1852, the deed being witnessed by Anthony Davis, a Justice of the Peace

Peace. The corner is now owned by John B. Yeon, and soon will be the site of a 15-story building. Mr. Yeon has owned the property for many years, and the corner lot, once transferred for \$100 and a year later for \$200, is now believed to be worth in the neighbor-hood of \$275,000.

Now the corner is in the very heart of the retail center of 'Portland, but in 1851 it was situated far from the faw scattered houses on the river bank.

COMPETITION STILL HOT

Postal and Western Union Fight for MR. NEPPACH SPEAKS FOR TUBE. Thinks Albina Tunnel and Steel Bridge

Business, Says Nally.

Thinks Albina Tunnel and Steel Bridge Make Broadway Vinduct Unnecessary. PORTLAND, Dec. 16.-(To the Biltor.)-As a heavy tarpayer, both on the East and West Side, and having the interests of the City of Portland at heart, I wish to culogize the Port of Portland for the stand It has taken on the Broadway bridge. NEW YORK, Dec. 15 .- Relations of the NEW YORK, Dec. is.-Relations of the two great telegraph companies were dis-cussed with apparent frankness today by Edward J. Nally, president of the New England Telegraph Company, at the in-vestigation conducted by the state legis-lative committee. Mr. Nally said the stock of his com-

pany was owned by the Commercial Ca-ble Company, which controls the Postal Company, of Connecticut, which, in turn, acts as holding company for practically

all the 4 postal subsidiaries. Mr. Nally declared that there was the "hottest sort of competition" between the Western Union and Postal, so far as zerv-ice was concerned. He thought the two big companies split the competitive buil-

-There has been more or less contro-versy during the past year regarding the location of a new bridge below the present Steel bridge. At the present time it appears that the Broadway lodinging in their ears. We most devoutly frust that the powers will be kind, and that this greater burden will not be added to those we are already called upon to cation is favored by some, yet at the same time there are many who think that the new Steel bridge to be built at Glisan street will be ample to take care endure. As to the delay of cars on the Steel of the traffic which now crosses the present Steel bridge. Everyone knows that the new railroad bridge must be built as near the present location as possible, and for this reason the Glisan-

As to the delay of cars on the Steel bridge, it is not caused entirely by the opening of the draw, by any means, but the narrowness of the structure compels the teams to use the car tracks, delaying the cars in a most exasperating manner. Thus it will be seen that the bridge quees-tion and the streetear service arg most closely related. This bridge and trans-norted to mobile are questioned by street site was selected. Now does it not seem preposterous to have another bridge almost within a stone's throw north? It would certainly crowd our already congested harbor. The logical location for the bridge is not at Broadway street, but much far-ther north. The bridge at Gilsan'street will be ample to serve the Holladay, Irvington, Albina and all the districts northeast of these additions. What is really needed is a bridge to serve St. John, Peninsula and all those districts hying north of Killingsworth street and street site was selected. original problem are questions which vi-tally concern the interests of the entire city. And what especial interest are the members of the Board of Commission for the Port of Portland taking in the matter? This hoard is composed almost en-tirely of men from the West Side, who seem to have little or no conception of the needs and interests of the Greater John, Peninsula and all those districts lying north of Killingsworth street and west of Williams avenue. A close in-spection of the map of Portland will disclose the fact that there is a great bend in the river below the Alnsworth The needs and interests of the oreater Portland on the East Side. Men occupy-ing a position of so much importance to the growth of the city should be broad-minded enough jo encompass all the in-terests and requirements of the entire mu-

dock. Have you ever noticed the great detour the inhabitants of St. John and all the Peninsula district must make in order to reach the business district of Portland?

terests and requirements of the entire mu-nicipality. Or is the East Side to be left to build up her own business and com-mercial interests? We already have a majority of the pop-ulation, and it might be no idle dream to see this accomplished. But this is not the true spirit of unity which should pre-vall among the builders of a great city. There is no denying the fact, however, that more bridges are needed, and needed badly. I know that there are those who claim the right of way to river trans-In order to reach the business district of Portland? Look on the map and see for your-self. The Peninsula people can save this long detour by going straight south on Denver street to Overlook, he will among the builders of a great city. From this point a very high bridge can be erected which would touch the West Side on Sixteenth or Seventeenth streets. Such a bridge can be built without a draw and high enough to al-low even ships to pass underneath, and would therefore interfere very little, if any at all, with our harbor. If you will examine the map carefully you will obseve that this would be almost a straight conlinuous line to the West Side. There will in the very near fu-ture be an immense population living on the Peninsula and nearby additions which can be much better served by a bridge at these points. A saving of 15 to 20 minutes can be made by com-ing straight to the West Side instead of making the present tiresome and long detour. LOYAL OREGONIAN

long detour, ONE TUBE FOR STREETCARS ONLY LOYAL OREGONIAN.

Then Another for Vehicles and Pedes-

trians, Both at Public Expense.

PORTLAND, Dec. 15.--(To the Editor.) --While transportation over the bridges is the burden on the mind of the people. may I suggest the idea of a double The Light & Power Company to build and own it, or pay for its use if built by the city; the city to issue bonds; tube to be centrally located, with approaches

stand it has taken on the Broadwaf bridge. Tore the new railroad bridge, as every-one knows, specifications and soundings have all been made, and this gignnite work will be completed within 11 months. This bridge is 72 feet in width, and is car-pable of carrying the traffic of both sides of the river more thoroughly than all the other bridges put together. Team tracks will be separate, thereby obviating confusion. This bridge will be so bigh above the river that ordinary steamers will pass un-

that we are suffering from a lack authorized bridges, and that we building two fine bridges and t ther car on the other side, with the bridges are built there will be a great difference in the facili-ties for passing over the river. I particularly commend the state-ment and stand taken by the members 1 per cent

PHILADELPHIA, Dec. 15 .- The direc-

SPECIAL HOLIDAY **WINES & LIQUORS** 25% DISCOUNT

are



75c Port Wine, per gallon ..... 58¢ \$1.00 Port and Sherry Wine, per gallon. 75¢ \$1.50 Port and Sherry Wine, per gallon. \$1.13 \$2.00 Port and Sherry Wine, per gallon. . \$1.50 \$3.00 Port and Sherry Wine, per gallon ... \$2.25 \$4.00 Port and Sherry Wine, per gallon. .\$3.00 \$1.50 Angelica, Muscatel, Tokay, Madeira,

Malaga and White Port Wines, per gal. \$1.13 \$3.00 Whiskey, per gallon ..... \$2.25 \$4.00 Whiskey, per gallon ......\$3.00 \$5.00 Whiskey, per gallon ......\$3.75 \$6.00 Whiskey, per gallon .....\$4.50 \$3.00 Brandy, per gallon ......\$2,25 \$4.00 Brandy, per gallon .....\$3.00 \$5.00 Brandy, per gallon ......\$3.75 \$6.00 Brandy, per gallon ......\$4.50 Irving Apricot Brandy, per quart..... 75¢ National Blackberry Brandy, per quart. 75¢ Peach Brandy Cordial, per quart. 75¢ Orange Brandy, per quart..... 75¢

> Beautiful Wine Sets given FREE as Christmas presents with \$10.00 purchase of the above wines and liquors.

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