

TUBE, GOOD CASTLE, SUON, BY REED

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

DEPTH, APPROACHES BAR

Prominent Men at City Council Meeting in October, 1908, 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 agitated to some extent recently...

There was a desire upon the part of a few who were present for figures on a tube to accommodate streetcar traffic only and Engineer Modjeski made a hasty estimate...

Estimate Not \$1,250,000.

That the Oregonian's report of \$2,000,000 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...

He Remembers Total.

William F. Woodward, of the firm of Woodward, Clark & Co., was also at the meeting. He said last night that \$2,000,000 was the estimate placed by Engineer Modjeski.

Estimate Not Definite.

Even \$2,000,000 was not named as a definite estimate by Engineer Modjeski, who, at that time, apologized for the statement, saying that it was based on a hasty estimate and depended entirely on conditions.

The present agitation now proposes to place a tube between the Morrison and Burnside bridges, where the river is very deep.

Advocates of the cheaper tube aver that the tube need not be bored beneath the deep bottom of the river between Morrison and Burnside streets...

Five Points Considered.

In determining the location for a tunnel the following conditions may be considered: Cost, convenience of access, grades and water.

OPERATORS TO ARBITRATE

Agree With Officials. CHICAGO, Dec. 15.—Telegraph operators of the Illinois Central Railroad have agreed with the officials of the road to submit their troubles to arbitration.

Workman Lodge Arouses Interest.

The meeting held last night by the Workman Lodge, No. 4, A. O. U. W., in which all lodges of the city and several of the country lodges were represented, aroused much interest.

Ladies' Handbags and Leather Novelties.

Special sale, 25 per cent reduction. Stimp Taylor Drug Company, 333 Morrison st.

The tunnel, the approaches should not be at steeper grade than 4 per cent. This makes the length of a tunnel excessive. This difficulty was obtained in the Glasgow harbor tunnel by providing a vertical shaft near each end of the river portion of the tunnel through which vehicles were raised and lowered by means of elevators.

The safety of a tunnel requires that its top be placed below the bottom of the river. It is, therefore, also necessary to choose the shallowest part of the stream over its location. The depth of the Willamette River is as much as 60 feet deep. It would not be practicable at such points to place a tunnel in this manner.

Thirty-seven-Foot Depth Chosen. A tentative location for such a tunnel is shown in Plate IV, and is proposed on Plate IV. The location is shown in a plan view crossing the river at the highest point between Morrison and Burnside streets.

The approach shown in this manner would act as a submerged dam and would, especially during the time of freshets, disburse the current sufficiently to render navigation dangerous. If not impossible, the danger of the tunnel itself from scouring.

A cross-section of a tunnel, which would be 37 feet in diameter, is shown on Fig. 1, Plate IV. Such a tunnel would have to be sunk in sections, probably by compressed air.

London Tube Inefficient. Fig. 2, Plate IV, shows cross-section of the Rotherhithe tunnel in London. Although the diameter of the tunnel is 42 feet, it would be insufficient to take the traffic of your city.

The cost of the Rotherhithe tunnel in London was somewhat over \$1000 per foot for the shaft and the tunnel, and the tunnel in open cut. The cost of the Blackwell tunnel in London was also built on similar lines, except the diameter of the tube is smaller.

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There is only one advantage to a tunnel over a bridge, and that is the fact that it does not interfere with navigation. It is shown, however, that a high bridge, such as the one proposed, would not offer appreciably greater interference with navigation than the tunnel.

Chicago Tube Abandoned.

The writer knows of no tunnels in this country used for vehicle traffic. A tunnel for that purpose was constructed in Chicago many years ago, but soon afterward abandoned.

Document Shows Property Now Valued at \$275,000 Was Bought for \$100.

Three deeds executed in 1851 and 1852, when Portland was in Washington County, were recorded yesterday afternoon. The paper upon which they are written shows the landmarks of the site, and the link has long since turned brown.

FEDERAL BUILDING NEEDED

Vancouver Will Ask Congress to Make Appropriation. VANCOUVER, Wash., Dec. 15.—(Special.)—At an open meeting of the Vancouver Commercial Club last night a movement was started to secure from Congress an appropriation for a Federal building.

A committee consisting of I. N. Swartz, Almond Dufresne, H. E. Eitel, E. G. Crawford, and J. W. C. Smith, was appointed to take up the matter with the Government officials.

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TAX LEVY 4.9 MILLS

Ways and Means Committee Cuts Estimate.

COMBINED RATE IS 19.25

Mayor Gleeful Over Success in Keeping Rate Down—Agitation Over Firemen Dismissed as "Political Humbug."

With the fixing of the city tax levy at 4.9 mills by the ways and means committee yesterday, the combined levy to date is 19.25, as against the 20.00 which was the estimate of the committee.

The fire department has been successful in keeping its rate down to 4.9 mills, the lowest since 1917, when it was 5.5 mills.

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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—Bridges Straight to Peninsula Needed—Walking Across Draws Decried—Port's Stand Lauded.

PORTLAND, Dec. 15.—(To the Editor.)—In reply to the recent articles of C. K. Henry and Meritt Winchell in your issue of the 12th inst., I wish to say that I have never had the draw will never be opened except to pass the highest-masted sailing vessels, and this will not be over 50 times a year.

These gentlemen should not forget that the city of Portland and School District No. 1 are levies for the state, state school, county roads, library, port of Portland, and city of Portland and School District No. 1.

I heartily congratulate the members of the ways and means committee, headed by Mayor Simon, for their commendable effort to recommend a tax levy of 4.9 mills.

The levy is distributed so that the fire department tax is 1.55, the police department 1.05, the bonded interest fund .72, the street department .50, the library fund .12, the park fund .47, the lighting fund .45 and the sinking fund .20.

The city will thus have for next year's expenditure \$1,066,554. 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 \$17,000, and for public lighting \$19,000, and for the park department \$11,000.

Councilman Devlin, chairman of the committee, called the meeting to order at 10 o'clock, and the work was completed in little more than an hour.

It is shown, however, that a high bridge, such as the one proposed, would not offer appreciably greater interference with navigation than the tunnel.

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58-YEAR-OLD DEED FILED

FIFTH AND ALDER CORNER 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 Washington County, were recorded yesterday afternoon.

The paper upon which they are written shows the landmarks of the site, and the link has long since turned brown.

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 "lot" was worth \$100, but in the following May its value was set at \$200.

On December 7, 1851, D. B. Brennan deeded the lot to Heil Barnes, who transferred it to Thomas Prichard on February 3 of the following year.

Prichard and his wife, Margaret Prichard, conveyed it to Robert Arthur on May 21, 1852, the deed being witnessed by Anthony Davis, a Justice of the 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 neighborhood 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 city, scattered houses on the river bank.

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Sherman Clay & Co.

Sixth and Morrison Opposite Postoffice

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 figures—the 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 have greater interests. G. B. TUCKER.

PORT BOARD'S STAND IS LAUDED. Mr. L. Geelinger Says "Wait for Glean and Madison Bridges."

PORTLAND, Dec. 15.—(To the Editor.)—As one of the residents of the East Side of the river, who is not convinced of the wisdom of the Broadway bridge proposition, it must be said that the stand which the Port of Portland has recently taken upon the Broadway bridge proposition is premature.

I wish publicly to commend the stand which the Port of Portland has recently taken upon the Broadway bridge proposition. The reports of the proceedings of the Port of Portland in regard to their stand upon the Broadway bridge proposition carry conviction to the minds of any one that it is wise to go slow in obstructing 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 wide, and the upper roadway will be higher than the Broadway bridge, which will give an unobstructed track for cars to go in each direction, and will give an unobstructed roadway for the cars to go in each direction at the same time. There will be no conflict between cars and the teams, and this bridge, when built, will give large facilities for crossing the river. It is also worthy of mention 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 inconvenience ought not to bind us to the fact that we are suffering from a lack of authorized bridges, and that we are building two fine bridges and that when these bridges are built there will be a great difference in the facilities for passing over the river.

I particularly commend the statement and stand taken by the members of the Port of Portland, and I wish to protest against advocates of the Broadway bridge claiming in the press that the united East Side is in favor of the Broadway bridge. The people on the East Side of the river are by no means convinced of the wisdom of the Broadway bridge proposition. It must be said that the stand which the Port of Portland has recently taken upon the Broadway bridge proposition is premature.

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