

SECOND BULL RUN PIPE LINED

Engineer's Estimate of Cost Is \$1,792,500, and Steel Pipe Will Be Used.

LENGTH TO BE 24 MILES

Capacity Will Be Sufficient for City Three Times Present Size of Portland - Bids to Be Opened on March 8.

FACTS ABOUT PROPOSED NEW BULL RUN CONDUIT. Now pipeline will cost approximately \$1,792,500. Right of way called for may cost \$162,666. Grand total of cost as estimated will be \$1,955,166. Approximate length will be 24 miles, 10 of which will consist of pipe 52 inches in diameter, 14 miles of pipe will be 44 inches in diameter. Will carry 45,000,000 gallons daily, and with present conduit will furnish water for city three times Portland's size. Engineers recommend steel pipe as material to be used in the conduit. Specifications call for finished job by October 1, 1911. Penalty and bonus clauses in specifications are aimed to punish or reward contractor, as occasion may determine, \$100 a day upon completion or non-completion of the work in time or before time expires. Water board asks for bids to be opened March 8.

Bids for laying the proposed second pipeline to Bull Run River for augmenting the supply of Portland's famous water were ordered advertised for yesterday afternoon by the Water Board. Chief Engineer Clarke's estimate of probable cost is \$1,629,500, and new rights of way that may be required may cost \$163,000, making a grand total for the contract of \$1,792,500. It is one of the largest contracts ever undertaken here.

Steel pipe to be used, upon recommendation of Chief Engineer Clarke and Consulting Engineer Thomas, of Seattle. Bids will be opened by the Water Board March 8 at 2 P. M. It is expected that bidding will be strong and that all sections of the country will be represented.

The approximate length of the conduit will require pipe of 52 inches in diameter. The present line is 44 inches in diameter. This will deliver daily 45,000,000 gallons of the pure Bull Run water into Portland, a supply said by Chief Engineer Clarke to be sufficient, combined with an equal amount from the present conduit, for a city three times as large as Portland today.

Mayor Simon and Water Commissioners Wilcox, Alsworth and Mackay have been considering this subject ever since making the decision to bid upon the engineers for plans and specifications. These were submitted yesterday afternoon, and were promptly passed upon by the board. The action was taken upon the report of Chief Engineer Clarke, who is in charge of the project.

The new conduit will parallel the present conduit for the principal portion of the distance, but for a short distance, in the vicinity of Grosham, a deviation from the present line is desirable, if it can be accomplished at a moderate cost.

The material of which the conduit should be made is under consideration. The specifications call for the completion of the conduit as follows: From head works to Reservoir No. 5 by June 15, 1911, and the completion of the entire work, in accordance with the specifications, by June 15, 1911. If the work is not completed by June 15, 1911, a share of \$100 a day will be made against the contractor for each and every day's delay in completing the line as to carry water to reservoir No. 5 after January 15, 1911; and for each and every day that the line is completed as to carry water to reservoir No. 5 prior to June 15, 1911, a bonus of \$100 a day will be paid.

Plans and specifications submitted herewith make no provision for the enlargement and rebuilding of the head works at Grosham, which will be required before the works can be opened to their full capacity. The present intake is an embankment of earth, and during a sufficient flow to fill property both containing and adjacent to the intake, and settlement. For the purpose of the report and estimate it is assumed that for the next year a sufficient amount of the water will be carried by the present intake, and that the work of enlargement can be done under a separate contract. A study of the situation has been made and plans have been prepared for the new head works installation, which meet with the approval of the consulting engineer.

LONG CRUISE IS ENDED

Teacher in Stephens School Home From Voyage Around World.

Miss Luella M. Knapp, a teacher in the Stephens School, is due to arrive in Portland from a trip around the world. Miss Knapp was a member of the party of Christian Endeavor excursionists who made up a cruise on board the steamship Cleveland. The vessel reached San Francisco last Monday. The trip was made under the personal auspices of President Clark and the excursionists attended the world's convention of the Christian Endeavor of Agra, India. Miss Knapp visited Egypt, China, Japan, the Philippines and Hawaii. During her 800 excursionists, among them several Portlanders, on the Cleveland will sail on her second voyage Saturday, February 5, from San Francisco. She will proceed back west over her former route and will be due to arrive in Portland in the middle of May. On her arrival at San Francisco on Monday the Cleveland was filed by the customs officials for carrying passengers between American ports. The Cleveland is owned by the Hamburg-American Company. Bonds have been furnished for the release of the vessel and the issue will be taken up by Congress. Portland people on the second tour of the Cleveland are: Mrs. Antoinette Berger, Mrs. Louis E. Richardson, Mrs. E. W. Cornell, Miss Clara I. Darr, M. D., Charles J. B. Maloney, Mrs. Maloney, Mr. and Mrs. J. H. Scott.

Many persons find themselves affected with a persistent cough after an attack of influenza. As this cough can be promptly cured by the use of Chamberlain's Cough Remedy, it should not be allowed to run on until it becomes troublesome. Sold by all dealers.

HAPPY FAMILY REUNION OF FOUR GENERATIONS HELD AT MOSCOW, IDAHO.



LOWER ROW—WILLIAM LOONEY, MRS. SARAH BEASLEY, TOP ROW—MRS. CHET HARRIS AND MISS ZOE HARRIS. MOSCOW, Idaho, Feb. 2.—(Special.)—William Looney, of Condon, Or., 77 years old, who is visiting friends and relatives here, has been the head representative of four generations, for 12 years. The Chet Harris home on Moscow Mountain was the scene of a large family reunion last week. Afterward the above picture was taken of William Looney, his daughter, Mrs. Sarah Beasley, a pioneer of this section, Mrs. Chet Harris, a daughter of Mrs. Beasley, and Miss Zoe Harris, a great grandchild, 12 years old. Mr. Looney crossed the plains with an ox team in 1852 and settled in Lane County, Oregon. In 1853 he was married to Miss Mary Nell and 13 children blessed the union.

BIG LOT BRINGS \$25,000

EAST SIDE SALE MEANS FINE NEW BUSINESS BLOCK.

Grand-Avenue Property Purchased and Frame Landmarks Will Soon Give Way.

With the sale yesterday of property on Grand avenue and East Washington to D. H. Strowbridge for \$25,000, comes the announcement of a prospective modern business block. The property includes the three-story building of the East Side Bank, being 90 feet deep from Grand avenue and 50 feet deep on East Washington street. The lot is occupied by frame buildings. Mr. Strowbridge will have plans drawn for a modern building to house the hardware business of Strowbridge & Co. The sale is the most important made on Grand avenue for some time. Mall & Von Boreick negotiated the deal. The property was owned by A. W. Oecobek. The frame buildings which cover the lot are landmarks in Central East Portland.

REALTY BOARD TO BANQUET

Delayed January Meeting of Land Men on Tomorrow Night.

The delayed January meeting of the Realty Board will be held in the Chamber of Commerce building on the second floor, tomorrow night. Instead of a set dinner and speeches, a distinctly novel entertainment has been planned which will be, in short, a mock real estate exchange. To this only members and realty board will be invited, and the plan has been worked out in detail with an idea of getting lessons in salesmanship and with a further view of bringing up the subject of a real estate exchange to have action taken at a subsequent meeting of the board when the members will be of a more serious turn of mind.

Under the plan arranged, each member of the board will be given \$100,000 in "paper money," while 20 representative firms will auction lots in many of the best-known additions. Property and money will all be counted at the end of an hour and a half of selling and trading, and the man making the best showing as a speculator will be awarded a prize. During the evening a Dutch lunch will be served. The details of the evening's entertainment have been in the hands of A. E. Swenson, A. B. Slauzen, D. E. Kenney, J. J. Flynn and Vincent Jone.

No Groundhogs in Oregon, Sez Pike, Sez He

Six Weeks of Bad Weather Would Be Certain if This Were in Old Missouri.

"They ain't no groundhogs in Oregon," remarked Pike as he gazed at old Sol yesterday afternoon and then consulted the almanac to be sure that it was February 2. "You'n's don't know much about groundhog day, but we'n in Missouri pike a powerful lot of stress on the conditions which prevail on the second day of the second month of each year. 'You know! Edward Augustus Beals he's got a lot of instruments to tell about the weather, but he ain't got no groundhog. The groundhog, he's natural, and they ain't no getting away from the way he predicts about the weather. 'You see! It's a cinch the groundhog will show up on the second day of February. He's got to do it. They ain't no getting around it for it's natural. The sun shines bright on that day he jest turns around, agins, and crawls back into his hole, and then look out for six weeks' bad weather. If the day is dark and lots of clouds and things look blue and there ain't nothing to cast a shadder from the hole then it's great business and a early Spring and fine crops is the necessary result, for the groundhog is a particular beast and he knows enough to stay out; or, of course, being natural, 'Maybe you ain't particular wise to what a groundhog is. A teller work-

TRANSFER SERVICE BASS OF PROTEST

Waverly - Richmond Residents Complain of Delays and Want More Cars.

CLUB FILES ITS PETITION

Council is Requested to Take Action, Providing Remedy for Present Unsatisfactory Conditions During Rush Hours.

Poor streetcar service during the rush hours and at transfer points and the need for immediate remedies for these conditions form the chief feature of a communication filed with City Auditor Barber yesterday by M. J. Morse and John B. Sawyer, president and secretary respectively of the Waverly-Richmond Improvement Association. An earnest plea for relief is made on behalf of the members of the organization. Other complaints concern the action of the Portland Woman's Club as to the high steps, and stops on Grand avenue and East Morrison street. The letter from the Waverly-Richmond Improvement Association is as follows: To the Honorable Council, City of Portland, Gentlemen—Responding to your request that written statements of complaints against streetcar service be filed with your committee, the Waverly-Richmond Improvement Association presents the following list and respectfully petitions that you exercise the power vested in your body to correct these abuses: Women Compelled to Wait. In the rush hours of late afternoon and evening, residents on the Richmond car-line are often unable to get on their cars because of the intensely crowded space within the cars. As much traffic as is caring to join in a crushing jam are frequently compelled to wait while two and even three cars are passing before being able to get in. We respectfully submit we are entitled to have cars furnished of sufficient capacity to accommodate existing traffic. People Living on the Mount Scott, Hawthorne-avenue, Sellwood and Oregon City carlines are permitted to occupy Waverly-Richmond cars until reaching transfer points, when a sufficient number of transfer cars are provided to handle as much traffic as the Mount Scott, Hawthorne-avenue and Sellwood carlines. 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