BONDS FALL SHORT OF BRIDGE'S COST

Hawthorne-Avenue Span Expense $496,000 Instead of $459,391.

GENERAL FUND HARD HIT

Collection of Penalties May Be Required to Reduce Burden on City—Only $19,000 Left. Former Regime Blamed.

Hawthorne-avenue bridge will cost the city not less than $[illegible],000, instead of $459,-000, in all probability, and the general fund will have to meet all of this amount above $459,391, the sum realized on the bond issue of $[illegible],000 for the purpose. The only means the city has of in any way reducing the cost is in levying fines or in denying the applications of contractors for extras. There is on hand but $19,111 of the bridge fund.

Mayor Simon admitted this yesterday when asked if it were not true that the bills of the United Engineering & Construction Company, contractors for the superstructure; Robert Wakefield & Co., for the substructure, and Waddell & Harrington, consulting engineers for the city, would aggregate a large sum over and above the estimated cost of the span. The bridge committee of the Executive Board, composed of George W. Brown, J. F. O'Shea and H. P. Palmer, have the subject under consideration now and will take formal action before long in regard to claims and penalties.

Simon Not to Blame.

It may be a long time before the city will be able to pay its way out of this situation, as the general fund is in very bad condition and will not at this time stand a heavy drain. The problem is one of the most difficult faced by the present administration, which is not to blame for it, as the preceding regime awarded the contracts for the bridge, engaged the consulting engineers and made all preliminary arrangements. The whole thing was waiting for Mayor Simon when he took office 19 months ago, and all that remained to be done was to press the work to a conclusion.

While the contracts were let on a unit basis, it was figured the work could be done for a sum not exceeding the face of the bond issue, $459,000. Now it develops that not only the entire principal, but the premium of $[illegible], realized on the bonds, will be utilized and then there will be remaining due, according to the bills already present, $36,[illegible], which must be furnished from the general fund.

"It is true," said Mayor Simon yesterday, "that the Hawthorne-avenue bridge is apparently going to cost the city a much larger sum than had been estimated. The bills already show this conclusively and whatever there is due contractors and consulting engineers over and above the amount realized on the sale of bonds must be paid out of the general fund, which is in a very bad condition just now. There is but one thing for the city to do and that it is to pay whatever is legitimately due. It is a problem yet to be solved as to where the money will come from, but it will have to be paid. We may be able to reduce the amount some by levying penalties if it is found we can do this rightfully for delays on the work."

Big Sums Still Due.

The city has already paid Robert Wakefield & Co. $6,[illegible], the United Engineering & Construction Company $[illegible],525 and Waddell & Harrington $[illegible],765. According to the bills now pending Robert Wakefield is owed $[illegible],814, the United Engineering & Construction Company, $[illegible],469, and Waddell & Harrington, $[illegible].

Waddell & Harrington, who were employed by the preceding administration made their report on the bridge at the last meeting of the executive Board, and its contents were much of a surprise to Mayor Simon and the members of the bridge committee in particular. One of its features was the leniency shown Robert Wakefield in the matter of his long delays in building the substructure. He finished 158 days late, but the city's engineers reported that he is responsible for but 87 of them, and recommended outright that the others be allowed, and strongly intimated they favored no penalties at all for the days they admitted he was at fault. They said the bridge is an excellent one, worth more than it cost and that the contractor lost money on the work.

Bridge's Value Great.

"I am informed," said Mayor Simon yesterday, "that it is true that the Hawthorne-avenue bridge is worth more money than the amount paid for it. I am told this by not only the contractors, but by City Engineer Morris, Engineers Waddell & Harrington and others who are able to know. However, this does not in any way give me as the representative of the people a right to be generous with public funds that the contractors may be able to make up their losses, and all that is paid to them will be paid because it is shown to be due for actual work and material furnished."

During the progress of construction on this span, great delay was encountered. Robert Wakefield & Co., having the substructure to build, were complained against by the public and repeatedly Mayor Simon and the bridge committee of the Executive Board were compelled to go to the scene in person and demand action. The public was inconvenienced greatly and streetcar and team traffic was congested on the Morrison-street span while it was being finished. It has been open to travel but a few weeks.

WHO IS IT?

Is General Query—All Anxious—All Curious About Cartoons Being Drawn by the Nyes.

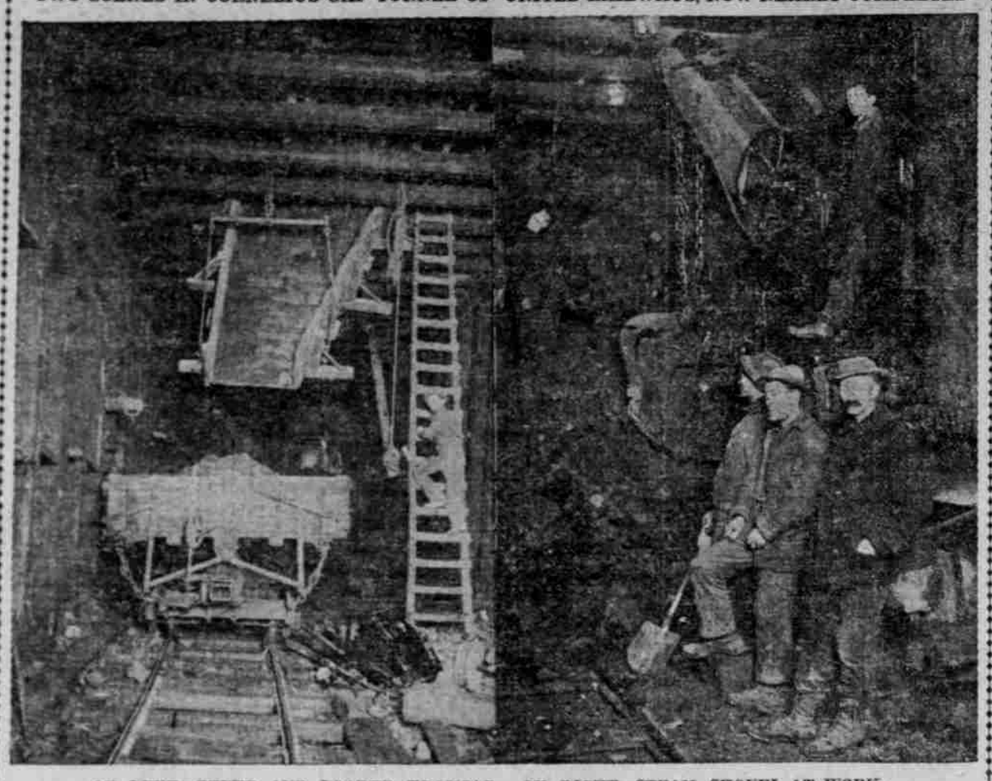
Cartoons of Portland's prominent citizens in Kohler & Chase windows, 375 Washington street.

Who is it? That is what they were all asking yesterday. Who was cartooned yesterday? Over 100 correct answers brought into the store. Each day the Nyes appear in the Kohler & Chase windows cartooning prominent statesmen and people of note. You should see this novel exhibit. Anybody guessing correct answers will receive a valuable prize.

Step inside Kohler & Chase Piano Store, 375 Washington street, corner West Park, make inquiries as to how you can obtain a private sitting in your own home, and receive absolutely free a very valuable photo in oil of yourself or any member of your family.

Come down town today and see this window display. It is not only amusing and entertaining, but on making inquiry inside our store, you will receive information which will benefit your pocketbook. **

TWO SCENES IN CORNELIUS GAP TUNNEL OF UNITED RAILWAYS, NOW NEARLY COMPLETED



ON LEFT—CHUTE AND LOADED TRAMCAR. ON RIGHT—STEAM SHOVEL AT WORK.

COAL BILLS SHAKY

Need Shown for Urging Congress to Action.

SENATOR LOSES INTEREST

W. M. Killingsworth Says Portland Should Keep Wires Hot in Interests of Alaska Measure to Secure Much Cheaper Fuel.

"If the people of Portland want to secure in Congress the proper coal legislation for Alaska," said W. M. Killingsworth, president of the Realty Board, "it is high time for them to get busy with the telegraphic wires, for I fear, from the advices that I have received, that there is little doing in the closing hours of Congress upon the subject."

Mr. Killingsworth called attention to the fact that John E. Ballaine, of Seattle, has just returned from Washington, where he has been for six weeks working to secure some sort of a report from the committee having in charge the Alaska bills. In writing of the situation, Mr. Ballaine said:

"The time is so short that only the hardest kind of work can put the Nelson or Mondell bill through both houses before the adjournment on March 4. There is a safe majority in each house for a leasing bill along the lines of the Nelson bill in the Senate and the Mondell bill in the House, which are substantially alike in the main, both having the unanimous indorsement of their respective committees on public lands. The trouble is going to be in the great pressure of other business to get the Congressmen to vote on these measures."

Cheap Coal Needed.

In explaining the situation, Mr. Killingsworth said that Mr. Ballaine was undoubtedly correct in his assertions and that the failure to open the coal fields of Alaska would be one of the most serious blows which could be experienced. "It means cheap coal, and that is what the Coast needs more than anything else," said Mr. Killingsworth. "I am told that Senator Nelson does not feel disposed to make any further effort to press his bill. If he does not the coal bill is dead and the Pacific Coast will continue for another year or two to pay from $2 to $5 more a ton for its coal than is necessary.

"I am told that Senator Nelson made the assertion that he is bitterly disappointed over the lack of support which he has received from the Pacific Coast in his fight for cheaper coal. If this is the case it behooves the business interests of Portland to get busy and send telegrams to Senator Nelson, giving expression of their wishes. I believe that if every business organization in the city would begin a bombardment upon Congress to push this meritorious measure through that something would come of the work.

Bills Well Drafted.

"Both the Nelson and the Mondell bills provide for leasing Alaska coal lands on royalties ranging from 5 to 10 cents a ton, 75 per cent of the receipts to go to Alaska for the building of wagon roads and the maintenance of schools. They provide for regulating the prices of this coal through the Interstate Commerce Commission on its own initiative, if necessary, and they give the Interstate Commerce Commission jurisdiction over the rates of transportation on coal. The bills are safeguarded with other clauses and designed to prevent the tying up of coal lands that are not worked and to protect the consumers with a reasonable supply.

"It may seem strange to some, but it is a fact that the big operators of coal on the Atlantic Coast are putting up a strenuous fight against the Alaska coal land bills. They do not want anyone to have the chance of sending coal out upon the ocean for ballast, for they feel that it would in the end have some effect upon their business.

"There is another feature, I am told, and that is that Pinchot is secretly working against the bill, although outwardly pretending to be in favor of it. I am sure that there should be something done at once if we expect to get any favorable legislation from the present Congress."

COST CONGRESS TO MEET

Pacific Coast Printers to Discuss Price Standardization.

Printers, particularly in that branch that pertains to the artistic production of the printing needs of commerce, will gather in Portland under the title of Pacific Coast Printers' Cost Congress, and hold a three days' session, beginning February 22. It is the first of its kind ever held on the Pacific Coast. The object of the association is the standardization of prices of job work.

The convention will meet in the convention hall of the Commercial Club. It is asserted that fully 200 will be present. San Francisco is to be represented by 30, Vancouver, B. C., by 15; Seattle by 30, Tacoma by 15, Spokane by 20 and Southern California by 20. A banquet will be held at the conclusion of the meeting, the night of February 24. The programme will include the following:

"Elementary Cost Finding System," F. I. Ellick, Omaha; "Success Through Organization," Franklin W. Heath, Philadelphia; "Standardization and Uniformity," J. A. Morgan, Chicago; "Cost and Control," A. L. Scoville, Ogden; "Benefits of Our Vancouver Printers' Board of Trade," R. A. Bindon, Vancouver, B. C.; "Distribution of Overhead Cost," J. A. Borden, Spokane; "History of Price-Making Organization in Seattle," C. V. White, Seattle; "Benefits of a Cost System in Sacramento," Joseph M. Anderson, Sacramento; "One Strong Organization vs. Several Weak Ones," Wilson H. Lee, New Haven, Conn.; "Credit Systems for Printers," L. H. Rice, Los Angeles; "The Profits of a Cost System in Tacoma," A. B. Howe, Tacoma; "A Retrospect of the Printing Trades in Our City," James D. Beantree, San Francisco; "A Few Facts About Cost of Photo Engraving," W. H. Chatten, Portland.

C. A. Whitemore, of Portland, will deliver the address of welcome. The officers of the association are: President, C. A. Whitemore; vice-president, William Davis; secretary, Robert E. Morrell.

PLANS ARE APPROVED

CITY BEAUTIFUL SKETCHES ARE PASSED UPON.

Civic Improvement League Directs Architect Bennett to Prepare Color Sketches.

The executive committee of the Civic Improvement League yesterday afternoon approved the plans and drawings of E. H. Bennett, Chicago architect, and directed him to proceed at once with the water color and black and white sketches needed in connection with permanent exhibits to be used in the City Beautiful work. The committee was in session several hours and the subject was discussed by the various members. Mr. Bennett explained all of the details and every charcoal sketch was scrutinized.

Mr. Bennett will return to Chicago in a few days to conclude his work and will not come back to Portland until August, when he will submit the result of his year's work in a completed sketch of the city as he would have it. No arrangements have been made for his conference with the Public Dock Commission, but it is understood that the conference date will be set today.

The City Beautiful sketches are exhibited in room 210 of the Commercial Club building and the public is invited to inspect them.

The financial statement of the league as presented by the treasurer contains the following:

Total subscriptions to date	$20,751.00
Amount collected and paid to treasurer	19,601.00
Balance uncollected	$ 1,150.00
The cash account shows:	
Total cash received	$19,601.00
Total disbursements to date	8,526.91
Cash on hand	11,074.09
Amount due E. H. Bennett, one-half salary, ten months	2,500.00
	$ 8,574.09
Due league	1,150.00
Leaving amount available for future work	$ 9,724.09
Local Expense.	
Printing books, miscellaneous	$ 49.83
Stenographer, postage and collecting	117.41
Rent, telegram, etc.	28.55
Exchange	5.63
Total	$192.26
Paid Out on Plan.	
Local engineering	$ 1,267.00
Maps and photos	125.25
Autos and livery	88.10
Transportation and hotels	827.15
Salary, Mr. Bennet, 11 months	2,750.00
Assistance and Chicago expense	3,277.15
	$ 8,526.91
Total plan expense	8,334.65
Local expense	192.26
Due Mr. Bennett on salary	$ 2,500.00
Total cash on hand	$11,026.91

Athena Teacher Goes Home.

ATHENA, Or., Feb. 13.—(Special.)—Miss Ethel Fleener, who was forced to resign her position in the school here on account of the failing of her eyes, left for her home in Lewiston, Idaho, where he parents reside.

A piece of flannel dampened with Chamberlain's Liniment and bound on to the affected parts is superior to any plaster. When troubled with lame back or pains in the side or chest give it a trial and you are certain to be more than pleased with the prompt relief which it affords. Sold by all dealers. **

BORE NEARLY READY

Tunnel to Pierce Tualatin Hill by Wednesday.

STEEL TO BE LAID FAST

Gigantic Undertaking of United Railways May Be Completed and Ready for Transportation by March 1.

Daylight will shine throught the United Railways tunnel under Tualatin hill at Cornelius Gap for the first time next Wednesday afternoon.

Engineers for Porter Bros., of this city, who have the contract for the work, have estimated that the heading can be cut through the remaining rock barrier by that time. It will require a week more to make the benches of the two bores meet.

Work on this project is proceeding now at the rate of 20 feet a day. Friday morning, when the last measurements were taken, but 53 feet of heading remained standing and 210 feet of bench. But little time will be required after the complete opening is made, to lay the rails and to make the bore ready for the operation of trains. No definite time has been fixed by officials of the United Railways for the initial run through the tunnel. That will be determined by their ability to place the steel on the ground. It is likely, however, that the bore can be used regularly soon after March 1.

This tunnel has been driven at remarkable speed. Two openings were made—one on either side of the hill. By careful engineering these two holes will meet on exactly the same lines. They will not overlap each other by a fraction of an inch.

The work in the west bore has been aided by the operation of a steam shovel which removes the muck and loads it into tramcars for transportation to the canyon just below the portal into which all of the broken rock is dumped. The mucking on the east side is done by hand. The work proceeds only about half as fast as in the east tunnel.

The tunnel is 4103 feet long. The railroad company drove about 300 feet at each end, after which Porter Bros. took the contract. They will have the project completed in less than eight months after starting.

The extreme height is 24 feet, being about 14 feet from the base to where it starts to curve for the overhead arch. This portion is called the bench. The remaining portion is called the head.

The head always is driven from 60 to 100 feet in advance of the bench. The first connection between the two, therefore, will be made in the head. In January the distance through which the bore was driven on the two sides aggregated 536 feet.

No ceremony will attend the completion of the work, although it is likely that the final connection will be witnessed by officials of the company.

COOPEY COMPANY SPREADS

Manufacture of Uniforms to Be Specialty of Big Firm.

Indications point to the successful manufacture here of uniforms, civilian clothing and automobile attire by Charles Coopey & Son, Inc. Stock is being subscribed and the plant will, in a brief time, put on a large force of men to take care of the trade.

The demand for uniforms is growing rapidly, and as the plant is purely an Oregon enterprise, in which Oregon wool will play an important part, it is believed local capitalists will give the enterprise their assistance.

At present a large proportion of the orders for uniforms are sent East. The Coopey Company proposes to undertake to supply the trade of Oregon, Washington and Idaho and eevntually the entire Pacific Coast.

One of the aims of the company is to keep at home the money which now goes East in support of other institutions. The company has received the indorsement of the Manufacturers' Association.

Portland has been losing the sale of a great portion of the goods to be manufactured by this firm. On account of the great variety of fabrics and the peculiarity in style, dealers have not been in a position to carry them. The new company has taken the entire sixth floor of the Manchester building and is today remodeling and enlarging its plant to place it on a bas's to compete with Eastern factories and to supply this class of goods to the trade. The company will put on a force of 50 men in June.

Webfoot Oil Dressing, the greatest shoe grease made. All stores. **

GRAND JURY WILL TAKE WRECK CASE

Inquest Puts Blame on Railway for Accident Due to Runaway Car.

PROSECUTION MAY FOLLOW

Traction Company Employes Contradictory in Testifying—Weakness of Brakes Known, Says One. Balm Offered 36.

Investigation by the grand jury of the accident at East Water street and Hawthorne avenue, in which a streetcar ran wild into a freight train and caused the death of Byron F. Boone, will follow the action of the Coroner's jury which yesterday afternoon held the Portland Railway, Light & Power Company accountable for the disaster.

After hearing nearly a score of witnesses, the Coroner's jury found that "in the minds of this jury the entire responsibility for the accident lies with the Portland Railway, Light & Power Company, in that the mechanism of the car was faulty and was known to be so by the employes of said company."

Deputy District Attorney Fitzgerald, who assisted Coroner Norden in conducting the examination, said last night that he had no alternative but to bring the case before the grand jury. Criminal action, he said, could be taken only against the employes of the company who, knowing the car to be disabled, operated or assisted in operating it over the bridge.

One Contradicts Other.

Flat contradiction between Inspector Guth and Motorman Frederick, developed at the inquest, as to the orders given regarding taking the car over the bridge. Frederick declared positively, and with some emotion, that he was acting directly under orders from Guth. In this he is sustained by Conductor Reder and by Motorman Ray, whom he superseded on the car. All say that Guth ordered Frederick to take the car over and switch it into the O. W. P. yard at East Water street.

Guth denies this, asserting that he simply ordered Frederick to see what the car would do with its motors cut out, intending to couple on with the Mount Scott car and push the disabled car over the bridge.

From the testimony of all witnesses it was made clear that the primary cause of the trouble was that a pin dropped out of the hand-brake lever, allowing it to run into one of the wheels. This in turn broke the air pipe and disabled the airbrakes.

Brakes' Condition Known.

Thomas Ray, motorman, who was in charge of the car when it first went wrong, said that he knew that his brakes were out of order, but neglected to tell Frederick. He thought that Frederick should have known it as soon as he took the car. Ray rode over beside his successor and jumped about a block away from the wreck. Several other men jumped about the same time, he said. He heard Frederick shout to the crowd to get back or get off.

Conductor Rader said he discovered that the car was out of order when they made the safety stop at First and Madison streets. He telephoned the fact to the dispatcher and Guth came in answer to his call. He said Guth told Frederick to take the car across the bridge. Rader rang the bell to go ahead. He said he had no order to take off his passengers. The car went about 12 feet and then the air pipe broke, causing a storm of dust to rise from the floor and terrify the women passengers. Frederick stepped the car at First and Madison streets and at the derailing switch at the west end of the draw.

Car Runs Away.

On the east incline Frederick reversed and the car ran backward about 12 feet. At the same instant the motor burnt out and filled the car with smoke. Then the car gathered headway slowly and run down the incline, without power or brakes. Passengers shouted to open the vestibule doors, but Rader refused to do so until he had cleared the bridge. Then he allowed four or five men to jump off, but held the women.

Inspector Guth said that when he reached First and Madison streets Motorman Ray told him that the motors were "dead," meaning without power, and that he knew of no other fault in the car. Frederick came along and Guth, knowing him as an experienced man, ordered him to cut out two motors and "see what the car would do." Then he went back to get a Mount Scott car to push the other over the bridge, but by the time he returned Frederick was gone, and he didn't get within a block and a half of him. When across the bridge Guth, running the Mount Scott car, saw that Frederick did not stop at the O. W. P. spur and gave him three blasts of the whistle. When they were ignored, he realized that something was wrong. He said that had he known that the brakes were disabled he would not have let the car go across the bridge. If the motorman knew it, he was very careless, said Guth.

Widney Praised as Hero.

R. M. Widney threw no light on the cause of the accident, but told how he had restrained the women from jumping. He was commended by Coroner Norden as having probably saved many lives or limbs.

Motorman Frederick was the last witness. He was warned that anything he said might be used against him. After telling his version of the orders from Guth, he gave an account of the trip over the bridge, and declared that he had air pressure when he started, but lost it when the pipe broke at Front and Madison streets. He tried his reverse, but it did not work and then he went on without brakes or power, helpless to control the car.

At an inquiry held earlier in the day by officials of the railway company, the blame for the accident was placed upon Frederick, in taking the car over the bridge without orders and when he should have known that it was out of control. The company accepts financial responsibility for the accident and offers equitable settlement to all who were injured. Thirty-six passengers who were on the car have been interviewed by the company and the others have been requested to communicate with the claim agent.

Sedentary habits, lack of outdoor exercise, insufficient mastication of food, constipation, a torpid liver, worry and anxiety, are the most common causes of stomach troubles. Correct your habits and take Chamberlain's Stomach and Liver Tablets and you will soon be well again. For sale by all dealers. **

Our Political Postoffice

John Wanamaker was Posmaster-General, Senator Boies Penrose is chairman of the great Postoffice Committee of the United States Senate, Thomas H. Carter, Senator from Montana, has served many years on that committee.

No three men in the United States are better versed in Postoffice affairs and needs than these.

On February 9, 1911, the Senate Postoffice Committee, under the leadership of Senators Penrose and Carter, reported favorably to the Senate for action the Postoffice appropriation bill, containing a provision, put in without allowing public hearing or open consideration, but under political pressure from the White House, that increases the postage rate on magazines and periodicals to such an extent that it practically absorbs all the profits of the publishing business of the country and makes the further production of popular-priced magazines impossible. It imposes a tax that is confiscatory.

Notwithstanding, within the year **Senator Boies Penrose** said in referring to the Carter-Weeks bill:

> "These are some of the big features of the bill. The whole intent is to systematize and to modernize the entire postal system. It is idle to take up such questions as apportioning the cost for carrying second-class mail matter or the proper compensation of railroads for transporting the mails until we shall have established business methods in Postoffice affairs by a reorganization of the whole postal system.
>
> "The Commission unanimously recommended the passage of the projected bill. Personally, I have been very much interested in all the details, and, of course, am heartily in favor of the changes to be made."

Senator Carter said last March:

> "But I must forego further pursuit of details. The bill was cordially approved by Postmaster-General Meyer and his assistants, and likewise has the approval of Postmaster-General Hitchcock. It failed of passage during the last Congress, owing to lack of time for its proper consideration, but I have reintroduced the bill, which is now designated Senate 6287, second session, Sixty-first Congress. The Committee on Postoffices and Postroads will favorably report the bill to the Senate and it should be enacted into law before the close of this session. I believe not only that it will increase efficiency, but that, after the expense of installation is absorbed, it will result in **such economies in the administration of the department and service as will ere long wipe out the deficiency.** In operating under it the department will be able with almost unerring certainty to determine the actual cost of each service performed, thereby reaching a sound basis for legislation, such as is neither available nor obtainable under the present system.
>
> "I deeply sympathize with the earnest desire of the department officials to get rid of the deficiency they are fated to encounter each year, but I submit that the first real movement toward that end must begin with the substitution of a modern, up-to-date business organization for the existing antiquated system, which rests upon a few sections of law enacted in 1835, supplemented by statutory fragments added from time to time since that year."

John Wanamaker said recently:

> "With Mr. Hitchcock's suggestion, however, there will be no general agreement. The Magazines are supported, not by the price paid for the Magazine by the readers, but by the advertisers.
>
> "In a sense, Magazines are private concerns, but they have a public function to perform—an educational function. To tax the advertisements is to tax the quality of the educational matter contained in the pages, for the advertisements enable the publishers to pay high prices for literature and educational articles. The price paid for a Magazine does not pay for the printing and the paper. If Mr. Hitchcock's suggestion should become part of the President's plan it would mean that the public would suffer in the loss of much educational material that the publishers then would be unable to buy."

We urge every friend of honest politics, economical government and free press to telegraph or write an immediate protest to their Senators and Representatives at Washington.

THE CURTIS PUBLISHING COMPANY
THE SATURDAY EVENING POST
THE LADIES HOME JOURNAL

Philadelphia, Pennsylvania