PLAN TO ELIMINATE CROSSINGS IS GIVEN

Elevation of Roadway and Lowering of Tracks Near Sullivan's Gulch Advised.

$750,000 ESTIMATED COST

Greater Part of Expense of Several Viaducts Will Be Put on Railway Company—Council Will Get Report This Week.

In a detailed report completed yesterday by H. W. Holmes, special engineer of the Municipal Department of Public Works, recommendation is made that the City Council in adopting plans for the elimination of grade crossings of the O.-W. R. & N. Co. from the head of Sullivan's Gulch to the city limits, adopt the plan of partial elevation of the roadways and partial lowering of the railroad tracks. The report will be sent to the Council for consideration this week.

Accompanying the report, which goes into the grade crossing question at great length, is a remarkable photograph with an exact visualization of the viaduct and approaches which is proposed over the railroad tracks at East Thirty-seventh street and Sandy boulevard. A photograph was taken and the proposed viaduct and approaches drawn in by G. V. Gongver, so that the photograph presents an actual and accurate view of the viaduct as it will appear when completed. Mr. Gongver is a draughtsman in the department of public works.

Adoption of Plan Likely.

The filing of the report of Engineer Holmes is one of the most important steps in the grade crossing proceedings which have been under way for some time. It is probable the City Council will adopt the plans as outlined by Mr. Holmes and send the proceedings ahead to the point where actual construction can be started.

The entire project involves an expenditure of more than $750,000, provision having been made for the construction of viaducts over eight streets now crossing the O.-W. R. & N. tracks. Of the total amount the O.-W. R. & N. Company will be called on to expend all but about $150,000. Of this $150,000 the property owners near the crossings will be called on to pay half and the other half will be paid out of the city's general fund derived from general taxation. The railroad company in addition to paying 60 per cent of all the city's costs will have to pay the cost of lowering and reconstructing all of its tracks.

The viaduct proposed for East Thirty-seventh street and Sandy boulevard is the largest of the eight. It will cost $67,000. This project involves, in addition to the spanning of the tracks of the O.-W. R. & N. with a viaduct, the construction of approaches from four streets which center at this point. The other proposed eliminations of grade crossings and the estimated cost of each include East Forty-second street, $32,300; East Forty-seventh street, $59,600; East Fifty-second or East Fifty-third street, $26,000; East Sixtieth street, $26,000; Barr road, $53,000; East Seventy-fourth street, $27,000; East Eighty-second street, $26,500.

Plan Studied in Detail.

In his report on the subject Engineer Holmes says the proposition has been studied in great detail by himself and a corps of others, including George S. Edmondstone, M. L. Dowling and E. T. Fowler.

"Before adopting a general plan for eliminating the grade crossings in this city," says the report, "a comprehensive study of the problem has been made throughout the entire city and the many matters to be taken into consideration have been thoroughly investigated from the standpoint of both the railroad and the municipality and the entire project treated as a unit. Complete information was first obtained relative to the movement of traffic and types of street users, precise levels were run, benchmarks established and topographical surveys covering not only the property immediately adjoining the right-of-way, but the entire area likely to be affected directly and indirectly by the project, were made and carefully studied.

Three Methods Considered.

"Preliminary plans and comparative costs were prepared for eliminating the grade crossings by the following methods: Complete depression of the railroad; complete elevation of the railroad; partial elevation of the highway combined with partial depression of the railroad.

"Complete studies were made of the present and proposed methods of providing industrial service, the matter of disposal of materials from excavation, methods of providing for the movement of traffic during construction, and plans for regrading certain areas in close vicinity of the railroad right-of-way, were considered, utilizing in this connection a portion of the excavated material which, in some instances, may be very advantageously placed. In connection with the various approaches, plans were prepared for the substitution of earth fills without retaining walls. After a comprehensive study of the project in its entirety, based upon the above detailed information and data obtained from other cities relative to the practical advantages of the various methods of elimination, the method involving partial depression of the railroad and partial elevation of the highways was found more nearly to meet local conditions and topography of the area affected than any of the other practical methods of elimination from both a utilitarian and an esthetic point of view, and, at the same time, to be the most economical method when due consideration is given the location of additional viaducts that may be required in the future.

Others Are Considered.

"The compromise plan thereupon has been taken and plans and estimates prepared for eliminating the grade crossing at East Thirty-seventh street and Sandy boulevard, and other crossings that appear at this time to be necessary as a result of the grade change at East Thirty-seventh street, as follows: East Forty-second street; East Forty-seventh street; East Fifty-second or Fifty-third streets; East Sixtieth street; Halsey street (Barr road); East Seventy-fourth street; East Eighty-second street.

"Although crossings are being considered at both East Fifty-second and East Fifty-third streets, it is recommended that a crossing be provided at only one of these locations. In either case, our plan contemplates the construction of a cross-street between Fifty-second and Fifty-fifth streets, just north of the railroad tracks, so that easy access may be had to the crossing at whichever location the Council may deem advisable. From an engineering standpoint, Fifty-third street offers a few minor advantages, but from the standpoint of general public benefit, Fifty-second street seems to be the more desirable location.

"A crossing was proposed at East Seventy-fourth street, but it is recommended that this crossing be not considered at this time. In every case it has been found to be more economical to construct a skew bridge rather than to change the alignment of the streets, except at East Eighty-second street, where a right-angle crossing proved most economical; although necessitating a slight change in the alignment of the approaching streets a considerable saving in construction costs is made possible with reduced consequential damages.

"The method adopted for elimination of way of the O.-W. R. & N. Co. calls for a change in gradient of the railroad tracks from a point 600 feet west of East Thirty-third street, eastward to a point 2600 feet beyond the city boundary or East Eighty-second street, involving an average track depression of 11.5 feet below the present gradient.

"The proposed gradient offers a minimum rate of grade. The depression is not so great as to interfere with the very important matter of efficient roadbed drainage or necessitate the reconstruction of the Sullivan Gulch trunk sewer or other sub-surface structures. The partial elevation of the highways in no way interferes with the utility of the street but, in fact, greatly improves traffic conditions and drainage, and will make possible the abolishment of many adverse grades which at the present time interfere with efficient drainage and generally impede traffic.

Some Property Benefited.

"Property damages will be comparatively small, particularly along the unimproved sections, as it is the value of buildings and permanent structures that is most seriously depreciated by grade changes. In several instances the structures will tend to beautify the adjoining property and prove decidedly beneficial. The track depression proposed allows practical construction of industrial tracks and makes access to all the property along the gulch possible on a reasonable grade.

"Anticipating that property owners will differ as to the relative merits of retaining walls along their building-lines and earth fills without retaining walls, and as the proper solution depends a great deal on just what disposition the owner intends to make of the property, we have prepared accurate contour maps, together with plans and estimates of cost of each method of dealing with the approaches and are prepared to consult with the owners and supply them with accurate information relative to the matter. We are also prepared to submit plans for the construction of industrial tracks at each particular location and invite all property owners and others interested to confer with us as to the best means of providing for the future development of their property.

Footway Is Provided.

"The estimate of cost of the crossing at East Thirty-seventh street includes the cost of a suspended footway for the passage of pedestrians and streetcar passengers, as it appears that the most satisfactory method of handling the latter during construction will be to establish a transfer point at the crossing. A considerable vehicle tonnage is routed over Sandy Boulevard at present, and as this is partly made by an average of 222 loaded auto trucks per day, it would not be advisable, owing to the expense, to attempt to provide a temporary crossing for such heavy and severe loadings. During construction it would be advisable to divert all Sandy Boulevard vehicle traffic over the East Twenty-eighth-street bridge to Broadway until such time as the present timber structure at East Thirty-third street may be strengthened, when traffic can with very little inconvenience, be routed over this latter structure.

"An effort has been made to design all structures from an aesthetic as well as a utilitarian point of view. A city may have splendid buildings, streets and parks, all of which may be disfigured by utilitarian bridges worthy of existence only in remote regions. Bridges are a distinctive feature of modern cities and according as they are attractive or not, they influence public estimation of the place in which they are located.

Effect Will Be Wide.

"If the question of maintenance as related to original cost be given full consideration, a type of structure expressing conformity with environment, an economic use of material, together with exhibition of purpose and construction, pleasing outline and proportions, with an appropriate but limited use of ornament, will be the result. The effect of bridge building, if based upon the above consideration, is felt throughout the entire community and the entire population is in one way or another benefited.

"Our investigation and comprehensive studies of the entire project involving the matter of abolition of grade crossings within the corporate limits of the city have clearly indicated that, in connection with a general city plan for the betterment of the entire community, there is no factor more important from an aesthetic, social or economic standpoint than the matter of grade crossing elimination.

"The introduction of the street railways and their intersection with the lines of the railroads, together with constantly-increasing development and density of traffic movement, are increasing the complications involved. These factors, combined with the matter of protection of life and property have made the solution of the grade crossing problem imperative."

THREE DAUGHTERS OF ONE FAMILY EACH THE MOTHER OF TWINS.

T. T. HARPER, WIFE AND DESCENDANTS.

JUNCTION CITY, Or., Feb. 20.—(Special.)—M. J. Harper, of Junction City, has just received a photograph of his uncle, T. T. Harper, of Brodhead, Wis.; his wife, three of their daughters, each daughter with a pair of twins.

LABOR LEADERS LOSE HOLD

Spokane Painters, Decorators and Paperhangers Quit Central Body.

SPOKANE, Wash., Feb. 20.—(Special.)—For reasons which they refuse to state the local Painters, Decorators and Paperhangers' Union has withdrawn from the Spokane Sectional Central Labor Council, and broken off affiliation with that body. The move on the part of the painters follows the recent report that the Typographical Union would withdraw from the Central body.

Delegates to the Central Council today stated that the local Sheet Metal Workers' Union also had withdrawn from the Council, but members of the local refused to confirm the statement that no announcement of their stand could be made at this time.

The withdrawal of the painters still further depopulates the Central Council and withdraws financial support from that body, which is far in debt, according to its own statements.

GARDEN PLANS ARE LAID

WOODLAWN SCHOOL IS TOLD OF FAME WON IN EAST.

Superintendent Alderman Indorses Use of Vacant Lots for Planting of Flowers and Vegetables.

In his illustrated address to parents in the Woodlawn School Wednesday, City Superintendent Alderman said that the Woodlawn School had secured a National reputation for its fine gardens, and that where he had gone in the East he heard of Woodlawn School's wonderful gardens. Mr. Alderman gave his hearty indorsement to the plan to plant vacant lots with flowers and veegtables.

"Some people have criticised these community and home gardens," said Mr. Alderman, "and say they take up too much of the time of schoolchildren from their studies. On the contrary, we find the community and home gardens great helps. They give the pupils zeal in their work in school and they make better students. In the community gardens, the spirit of cooperation is developed and the home gardens promote industry. We had 24 acres in school gardens and home gardens last year and more than 6000 pupils made gardens. We hope to more than double the area of gardens this year, and want more children to make gardens."

The City Superintenednt described the stereopticon views of the work in the Portland public schools. The views were of garden scenes and illustrated the character of the work.

Principal Stafford, of the Woodlawn School, announced that that school again will cultivate a community garden this year and will endeavor to excel former achievements. Mr. Stafford announced that it was planned to clean up and beautify all the lots fronting on Union avenue south from the Woodlawn School to Killingsworth avenue.

Mrs. Williams, president of the Woodlawn Parent-Teachers' Association, outlined the programme to plant vacant lots in flowers and vegetables. Mrs. Williams announced that the children of Woodlawn will be organized and work started as soon as possible.

Pythians to Gather at Ilo.

ILO, Idaho, Feb. 20.—(Special.)—Members of Pythagores Lodge No. 57, Knights of Pythias, are making elaborate preparations for the entertainment of the Craig Mountain district convention to be held here Monday. The session will begin at 7:30 A. M. and last all day. The day being a legal holiday, a large attendance is expected. The district includes the lodges of Grangeville, Cottonwood, Ferdinand, Nez Perce, Vollmer, Ilo, Winchester and Culdesac.

$23,000 Farm Trade Negotiated.

Property valued at $23,000 changed hands recently when A. Ackley traded his 237-acre farm in Polk County, near Oak Grove, for a 40-acre prune orchard located near Liberty, owned by William Cockerel. The trade was made even and each principal will take up residence on his new property.

"RESCUE" TESTS ON

Three Goals Set for Entrants in Y. W. C. A. Contests.

FIRST AID SHOWN IN TANK

Class "A" Is for Those Who Swim 50 Feet, While "B" Requires 3 Strokes and "C" Includes Red Cross Lifesaving.

At the Young Women's Christian Association, a series of tests in rescue work, diving and swimming now are in progress. The work has been divided into three classes, as recognized by the Panama Exposition committee of the National board of the Young Women's Christian Association for its honor roll. The city association that has the largest number of girls in proportion to the enrollment in its physical department who are able to pass tests are put on this roll. Each division has its roll, which is open for entry from June, 1914, to March, 1, 1915.

Class A work is for beginners, who have learned through association classes to swim 50 feet by any stroke, while Class B includes swimmers who have learned through association classes to swim 50 yards and who know three standards strokes; and Class C is for swimmers who have passed the requirements of the American Red Cross lifesaving tests.

To enter Class C the swimmer must be able to make 100 yards, using one or two different strokes; to dive properly; to swim on back for 50 feet and to recover objects at various depths.

As another requirement to enter the "lifesaver" class, the entrant must tow a person of equal weight for ten yards. This must be done first by carrying the head of the "rescued" persons above the water; second, with the head under the arm, using both hands to swim, and, third, with the head across the chest, using one-arm breast stroke.

For Class C a demonstration in the Sylvester and Schaeffer method of respiration also is required. The entrant must be able to show three methods of being released when grasped by the "wrist hold," "front-neck hold" or "back-neck hold."

The work at the Portland Association will not close with the sending in of the names of the successful contestants to the National headquarters. Free instruction will be continued for all who desire to take it.

S. P. LOCKWOOD IN RACE

PETITIONS CIRCULATED FOR INDORSEMENT AS DIRECTOR.

Many Prominent Persons Reported Favoring Proposed Opponent to Dr. Sommer in June Election.

Many petitions are being circulated indorsing Samuel P. Lockwood, who has been brought out by his friends as a candidate for School Director to contest the re-election of Dr. E. A. Sommer, incumbent. The election will take place in June.

Friends of Mr. Lockwood will organize a campaign committee early this week to undertake the work in his behalf and look after his interests. They say their candidate will have a large following and they predict his election. A number of members of the Parent-Teacher Association are active in their support for Mr. Lockwood, it is said, and the petitions have been signed by a large number of people, many of whom are prominent.

Mr. Lockwood is not pledged to the interests of any faction, it is announced in his behalf, and he approves of the recommendations of the survey of the school system made by the taxpayers' committee. He announces that he believes religion and politics should not enter into school affairs and that efficiency and economy are the sole considerations in administration.

He has lived in Portland for quarter of a century and has been engaged in the life insurance business as general agent for an Eastern concern for almost 19 years, resigning to undertake the general management of a new life insurance company organized by Portland men. He has been engaged in that work for the past six years.

Up to the age of 19 years, Mr. Lockwood lived in Chicago, going through the public schools of that city. Through the association of his company, he is a member of the Chamber of Commerce, the Commercial Club and various civic organizations. He is in close touch with school affairs of the city and has taken much interest in them. His wife was, before her marriage, a teacher at South Mount Tabor and a sister-in-law is now a teacher in the Portland schools. His eldest son was graduated from the Holladay School and is now in college. A daughter is a pupil in the Jefferson High School and a younger son is attending one of the grade schools.

PANORAMA IS OFF FOR FAIR

Scenes of Columbia Highway Also Leave for San Francisco.

After being admired by thousands of passersby during the week, the 20 hand-colored pictures of Columbia Highway scenes were taken from the display windows in the Yeon building yesterday and dispatched for San Francisco to be displayed in the Transportation building on the Panama-Pacific Fairgrounds.

The long panoramas will be suspended at a height of 18 feet from the floor and ribbons will run down from striking points in the panorama to large detailed pictures of those particular scenes, so that each famous beauty spot may be seen close at hand and in true color.

The 20 color pictures were enlarged from 5x7-inch negatives and colored by hand in oil by Benjamin A. Gifford and his studio partner, Miss Rachel Morgan.

Many artists who viewed the pictures last week marveled at the natural atmosphere and faithful colorings created by Mr Gifford and Miss Morgan.

The entire set of views was consigned to the Oregon Commission at the fairgrounds.

Praise for Photographs.

Howe's Monthly Magazine.

The best pictures I have ever seen have been photographs; photography has attained such perfection that the demand for brush work, always small, is less every year, and will probably entirely disappear with poetry.

Joke on a Town Butcher.

Exchange.

A farmer's idea of a good joke is to supply a town butcher with real, genuine pork sausage. A farmer does not take profit into consideration when he makes sausage and will add more fat or more lean without hesitation.

Inventory Sale Player Pianos

The presence of a Player Piano in your home indicates advanced ideas—progress—refinement—love of good music.

The greatest musical progress of this age has given you the new improved up-to-date Player Piano. You can yourself play it artistically, beautifully, thus becoming one of the greatest pianists, particularly since the latest and most wonderful hand-played music by Greig-Godowsky, etc., makes this all possible.

This 88-Note **$550** Lessing Player Piano **$345** Sale Price, **$10.00** Monthly.

Note—Think of it! $50 cash with double credit will give you this $550 Lessing, or the then $245 balance at $8 monthly.

In Addition to the Following Greatly Reduced Prices

To induce you to draw on your savings account, we issue, during this time of our Inventory Sale, a

DOUBLE CREDIT

When contracting for $100 to $200 Pianos, and you pay $10 cash, you will be given receipt for $20
When contracting for $200 to $300 Piano and you pay $15 cash, you will be given receipt for $30.
When contracting for $300 to $400 Piano and you pay $25 cash, you will be given receipt for $50.
If you pay $30 on a $450 or more Piano or Player Piano, the receipt will be $100.

Part Inventory of Player Pianos

Number.	Wood.	Make.	Usual Price.	Sale Price
51151	Mahogany	Draper Bros	$ 750	$ 435.00
80543	Mahogany	Cable-Nelson	750	465.00
60803	Mahogany	Haines Bros	950	695.00
37330	Mahogany	Bradbury, Large	950	695.00
129191	Mahogany	Smith & Barnes	750	435.00
50493	Mahogany	Primatone	650	395.00
69058	Cir. Wal	Universal	650	465.00
2826	Mahogany	Universal	650	385.00
42834	Mahogany	Auto-Player	650	435.00
106781	Mahogany	Kingsbury, 65-note	750	395.00
16132	Mahogany	Aeolian Orchestrelle	600	165.00
55759	Mahogany	Kranich & Bach Upright Player	1200	985.00
54275	Mahogany	Kranich & Bach	1200	885.00
37186	Mahogany	Bradbury	950	765.00
60855	Mahogany	Haines Bros	950	765.00
52473	Mahogany	Lester	850	495.00
57955	Mahogany	Haines Bros	950	595.00
66752	Cir. Wal	Gaylord	650	385.00
66926	Mahogany	Universal	750	495.00
80523	Mahogany	Cable-Nelson	750	438.00
60066	Mahogany	Haines Bros	950	765.00
65491	Oak	Universal	750	495.00
168984	Mahogany	Lessing	850	545.00
708985	Mahogany	Hallett & Davis	750	395.00

You can afford to pay $8 or 10 monthly, you can, therefore, afford to buy a Player now.

Inventory Pianos $65, $135, $165, $190, $210, Etc.

OUT-OF-TOWN BUYERS—It is safe and satisfactory to buy one of these pianos by mail. Write us and we will send you full description, or, if you like, ship the piano subject to your approval. We pay freight to any point in Oregon or Washington. Buy now and have it shipped at once.

EVERY PIANO OR PLAYER PIANO purchased carries with it the Graves Music Company guarantee of satisfaction, as also the usual guarantee by each manufacturer of these new musical instruments; besides, we take it in exchange within one year for a new piano, allowing the full amount paid, if desired.
Open Wednesday and Saturday evenings for the accommodation of those who cannot come during the day.

Graves Music Co., 151 Fourth Street

SERVICE FIRST

¶ We have fitted glasses that returned a LOSS to us instead of a GAIN.

¶ Our profit went into service.

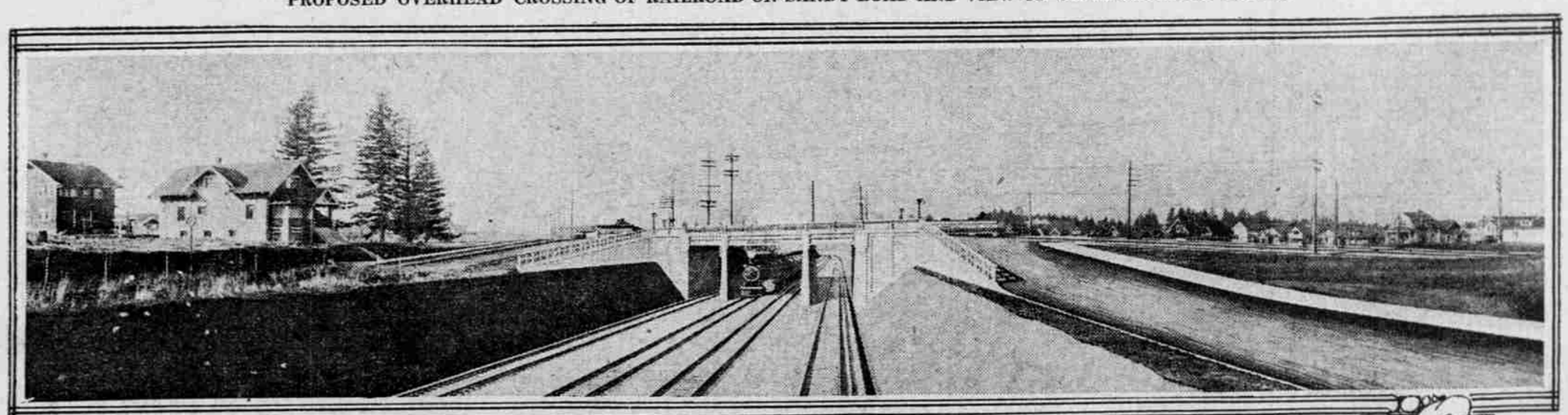
¶ While these cases are unusual, we will continue to meet with them, for it is our unswerving intention to make glasses RIGHT, no matter what they cost us.

¶ And yet our prices are fixed—they are low in every case—and are made BEFORE we start work on your glasses.

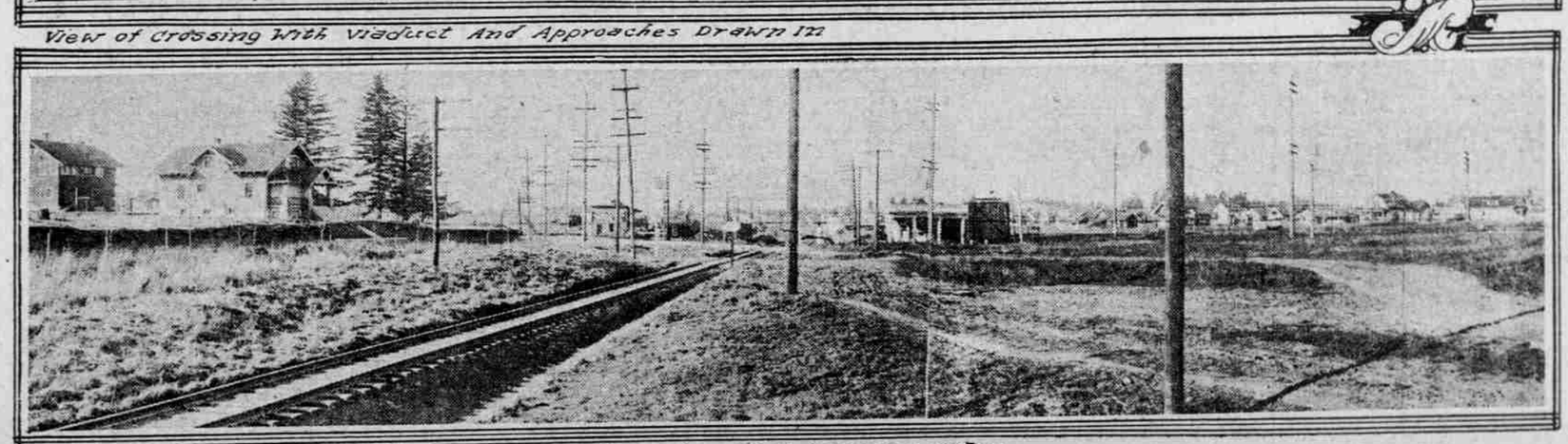
¶ We give you Service and Value.

THOMPSON
OPTICAL INSTITUTE
209-10-11 Corbett Bldg.
Fifth and Morrison

PROPOSED OVERHEAD CROSSING OF RAILROAD ON SANDY ROAD AND VIEW OF SAME CROSSING TODAY.



View of Crossing With Viaduct And Approaches Drawn In



Same Crossing As it Appears Today