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OFFICIAL PAPER OF THE CITY OF PORTLAND

ELLIOTT AND THE BRIDGE MATTER.

CITY ENGINEER ELLIOTT is warmly defending the contracts he recommended between the city and the Pacific Construction company, for additional work on Morrison street bridge. Mr. Elliott asked the executive board to let the work to the company at the prices submitted, and his sanction of Secretary F. M. Butler's recent statement is not unexpected.

Members of the special council committee and the Taxpayers' league who have been prosecuting impartial investigations through one of the most eminent engineers of the northwest, and have this authority for the allegations that an excessive charge has been made, are not perturbed by the city engineer's defense of his own work.

Mr. Elliott devotes much time to explaining that the bridge company should not be held in making the additions to the "cost of material and labor and 15 per cent additional for superintendence and use of utensils" provision of the contract.

Mr. Elliott says that in the original contract, plans and specifications, provision was made for the executive board to substitute steel girders for wood, if they desired. It appears that in his specifications containing the alternative provision, there was no limit placed upon the price that would have to be paid for steel substituted.

Members of the investigation commission think the present instance a good argument why this loose interpretation should not prevail. After considering all conditions, the executive board, representatives of the Taxpayers' league and council thought \$337,000 enough for a good bridge.

It is evident that construction of the original contract will be an important feature of investigation. The paragraph in question says: "Work necessary to be done and ordered by the executive council or the city engineer of the city of Portland, not included in this contract and not otherwise agreed upon, shall be performed by the contractors and paid for at actual cost of the material and labor and the additional amount of 15 per cent thereon for superintendence and use of machinery and utensils."

The committee believes this was intended to restrict alterations to minor necessities, and to control the price of all extras or additional work. If a binding, detailed contract and such specific limits for alteration do not control the executive board and the contractors, the committee is unable to see wherein there is any benefit whatever from asking bids and trying to do work on other basis than current control of the executive board, and the stand of the committee is abundantly justified.

Work necessary to be done and ordered by the executive council or the city engineer of the city of Portland, not included in this contract and not otherwise agreed upon, shall be performed by the contractors and paid for at actual cost of the material and labor and the additional amount of 15 per cent thereon for superintendence and use of machinery and utensils.

The demand for some greater measure of federal control and regulation of interstate railroads is spreading and becoming more insistent. The railroad magnates and stock manipulators who have brought upon the country the evils that Commissioner Garfield mentions, and who have insolently defied the interstate commerce commission and the courts, have themselves to blame for this growing sentiment in favor of government regulation.

But it is a very difficult matter, one that needs very careful and thorough consideration, say a great many railroad men, lawyers, congressmen and newspapers. But that is no reason for letting things go as they are, which is what most of these people desire. A job necessary to be done is not to be avoided and indefinitely postponed because it is difficult.

It is the business of our real or professed statesmen to solve such problems; if they cannot or will not, they will have to make way for those who can and will. The difficulties are real, but they are not so nearly insurmountable as a good many people who desire no change would have us believe.

All the principal railroads are gravitating into very few hands, and after a little while competition between

all kinds of devices to make willing hens do double duty. One of the commonest of these devices is the use of trap nests. Instead of the ordinary open nests these inventions have trap doors, which close when the hen enters. After the hen has laid an egg she is allowed to come out, but instead of permitting the hen freedom and rest until the next day some unscrupulous farmer lets her out at the rear of the nest instead of the front, and the hen instead of being free finds herself in another trap nest. Having learned by

experience that the price of liberty is an egg and believing that she must be mistaken in thinking she has just laid there is nothing for the poor hen to do but to lay again. Such duplicity ultimately destroys the hen's faith in mankind, and she either ceases to lay or becomes a peevish, egg-eater and makes these deceptions unprofitable. Bulgaria is again appealing to the powers against Turkey, alleging rapine and massacre.

them will be unknown. This would be a desirable state of affairs if these few men would squeeze the water out of their stocks, be satisfied with a fair percentage of profits, and play no favorites among shippers. But this policy will come in only with the millennium. The people must show that they are greater, that their interests are of more importance than those of Rockefeller, Vanderbilt, Gould, Harriman, Hill, Morgan, Cassatt and all the rest of the big railroad moguls.

Nothing need be expected at this session of congress. And there is but slight foundation for hope that the next congress will do anything important along the line suggested. Too many will fall back on the excuse. This is too difficult a problem to be immediately solved. But in thus delaying an urgently needed reform they will only be hastening a more radical reform and making it irresistible.

A MAN DESTINED FOR EVEN BIGGER THINGS.

E. E. CALVIN, who will become general manager of the Southern Pacific with headquarters at San Francisco, is a man destined to reach the most conspicuous heights in the railroad world. He was a protege of W. H. Bancroft, one of the most conspicuously able men of the Harriman interests and while in charge of the Oregon Short Line placed that road in an ideal physical condition which has made it the standard of comparison for the whole system. He came here to lift the Southern Pacific in Oregon up to a higher physical level and the work which he has already set in motion will accomplish that purpose in due process of time. His next step in advance logically leads him to San Francisco and the broader railroad field which radiates therefrom.

In the operating department of railroads Mr. Calvin stands on a level with the very ablest men in the country. Those who know him best say that he is destined to reach the most conspicuous heights in the railroad business. He has youth, perfect health and physical strength in his favor. But he has very much more. He has risen from the ranks. He knows the business in which he is engaged as thoroughly as most men know their alphabet. He not only can tell how a thing should be done but he can do it himself. He has an enormous capacity for hard work, a faculty of concentration which speedily gets him to the heart of the most complicated problems and a mind so thoroughly balanced that he is always and under all circumstances complete master of himself. He never moves by impulse; he sees his goal before he starts and has counted and discounted the intervening obstacles. A thoroughly modest, unassuming and approachable man himself, without conscious effort on his own part, he leaves a strong and lasting impression upon those with whom he has relations.

But this is only one side of his equipment and one element of his strength. He never courts popularity and shirks from publicity. And yet such are the sterling qualities of the man, such his courtesy and perfect fairness, that few men have more friends in more directions and among more classes of people. He knows nature as well as he knows the railroad business. Steps taken by other men that would arouse the bitterest antagonism he can take without creating a flutter. He knows precisely, when in his capacity as railroad manager, to make a concession gracefully that otherwise would be wrong from him and thus lay in store a stock of good will that will be of great future advantage. On the other hand he knows precisely when to stand for and how to get at least all that is coming to those he represents.

FIRES PREFERABLE TO MORE OFFICERS.

PREVENTION of forest fires in Oregon is a subject that may properly engage the attention of the next legislature, and if any practicable measure that will not create new offices and be the basis of further grafting, and is likely to accomplish anything, is proposed, it should receive favorable consideration. But the proposition to create the office of state forest and fire warden, to be paid out of the state treasury, and authorized to appoint deputies at the instance of timber owners, is not a good one.

In the first place, no more state offices should be created, unless in consequence of some imperative need. There are already some state officers who are not much needed, and some others whose emoluments amount to several times their earnings.

Again, the men to pay for forest protection, although all the people of the state are interested in it, are the owners of timber liable to be burned. They might be authorized to form some kind of an association, and hire as many men as they needed or chose, who should be clothed with some degree of the state's police power; but as for taxing the people to maintain an elaborate system of forest fire patrol, chiefly for the benefit of timber owners, many of whom do not pay taxes on a quarter of the value of their holdings, it is not to be favorably considered for a moment.

The state as well as the general government has been very kind to the present owners of timber lands, large areas of which have been acquired through fraudulent processes. Nobody on that account wants the timber destroyed, but the state cannot afford to protect it for them at great additional cost.

We have a state biologist, we have a state labor commissioner, we have a state land agent; and the state really cannot afford to create another office, with unknown potentialities of expansion and grafting in it. It is easy to create offices, but one is very seldom abolished; on the contrary, their cost grows like a rolling snowball. There should be the best possible legislation calculated to prevent forest fires, that does not involve more offices, and a big biennial addition to the already overgrown budget of taxation. The men with timber likely to burn should pay the cost of its protection, just as owners of buildings pay such cost by insurance premiums.

For 15 years General Superintendent James P. O'Brien has been one of the ablest and most faithful representatives of the O. R. & N. If merit counts he has won promotion. If Mr. Calvin goes to San Francisco it would be a great gratification to the people of Oregon to see Mr. O'Brien succeed him here. Well qualified and fully equipped he would be invaluable and the company can go far without finding a man better qualified to fill the bill.

Newport will fall in line and do what she can to scratch the moss off her back and make a neat appearance next year. The city dads will make a special effort along this line. A special effort will be made to bring Newport out of her old, dilapidated condition and make her a city of beauty and joy forever. A pioneer named Butler died 27 years ago in Polk county and an old dock that he used was removed to a fruit house. A few days ago his daughter-in-law, Mrs. Butler, decided to have the old dock brought up a hill, and when the dust was brushed off and one of the small drawers unlocked, six good \$20 pieces of ancient mintage were found hidden.

Small Change

The expenses never take a holiday. Anything else the Booth-Kelley company wants? And think how awfully disappointed Senator Depew's young wife would be.

Lawson on Sunday perhaps reflects that he is playing David to Rogers' Goliath. Perhaps Mrs. Chadwick's jewels, when discovered, may be like her securities.

The car in his reform ukase uses a large number of Tallyrandian Russian words. The clearance sales afford a good opportunity for buying Christmas presents for 1908.

As usual, nobody, not even himself, knows where or what Brownell is or will be "at."

A Paris doctor affects cures by causing his patients to sleep, and he is not a doctor of divinity, either.

A lot of Philistine or Indiana could scarcely have worse malmanaged the disposal of the public domain.

Editors who are calling for wood on subscription have no objection to the big stick, providing it isn't knotty.

If any poor people were overlooked, there is time enough yet this week to make them happier on New Year's.

Engineer Wallace says it will take 30 years and \$200,000,000 to finish the canal. If Uncle Sam can stand it, he can.

We are thankful that Xmas is over. For a year we will not have to see that most horrible of all contracting inventions in print.

Stoessel's friends have started a subscription to build a house for him. Now let him get to the front and die like a hero, rather than face this new danger.

Nan thought it very hard to be kept in prison over Christmas, but she should reflect that her situation might have been worse—if the jury had found her guilty. Now her conviction is very improbable.

If all the males guilty of election frauds in Colorado are sent to prison, the women voters will have things all their own way there. And then some of them might be sent to keep the male prisoners company.

Engineer Elliott resigned because he was talk about the work he had done in the city of Portland. Perhaps if VanDusen, the fish commissioner, should hear what is said about his administration, he would go and do likewise. Register. Not likely. Such cases are rare.

The Salem Statesman becomes thus facetious:—"It is reported from Portland that the federal grand jury is leaking. Well, since it is the fashion there at present, the only remedy is to investigate the architect who constructed such a faulty panel. A well-made jury box ought not to leak."

A Montana woman heard a fall bird sing, and later saw him and fell in love with him. On his release he followed her to Bellingham, and they were to be married, but he got in jail again for thievery, being a chronic crook, and now she has temporarily gone back on him, but will probably relent. A fall bird is good enough for a woman who falls in love with him.

Oregon Sidelights

Their own ways are a nuisance in Oakland. The Santiam News is an exceptionally good paper, editorially.

Sherman county will have a fine display of fruits, grains and fresh vegetables at the Lewis and Clark fair.

A young man named Lamb was married at Springfield, but it doesn't follow that the bride was a lioness.

The Toledo Reporter says something unpleasant is going to happen to men who give or sell liquor to minors.

Kent citizens took up a subscription to get material for new sidewalks, and then went and built them themselves.

State exchanges report the birth of a number of 11 and 12-pound babies. They must be intending to show themselves at the fair.

A Marion county young man is trying to invent a talking machine to use for proposing to a girl. She ought to refuse him.

The Dallas Observer claims that town as the only real, genuine goat center of Oregon, and that Sam's claim to that distinction is absurd.

An Aurora man is a manufacturer of reeds for clarinets, having customers all over the United States, and supplying many military and naval bands.

A Weston man, thinking it was nearly daylight, got up and plowed a garden in the dark and then discovered that he must have risen about midnight.

There is no great need of a new federal district in eastern Oregon, but nobody could get the men who want the office to be created to acknowledge this fact.

The Tillamook Headlight says a man who was killed in eastern Oregon owed the paper a subscription debt, but it charitably hopes that "Old Nick" won't make it any better for him on that account.

Slash your brush-covered land and then turn a band of goats loose and let them eat the sprouts. By so doing land now of little value will soon be earning good money for the owner.—Oakland Owl, and the goats will make money for the owner, too.

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They know the folksongs, they know the ancient stories of their land, and they are deep-seated in the history of their race. They read, they sing, they converse and they dream. At the present moment they are turning away, a small but significant number of them, from the grosser and cruder materialism of their early Socialism. The Salvation Army, strangely enough, is helping to bring back to the German workman his poetry and his imagination. "Give them religion once more," I was told. "And you will see wonders from our people." The Salvation Army, quietly

The Interesting German Workman

(Harold Begbie in London Mail.) He is interesting in himself, this son of the forest, sweating like a nigger in a coal mine; but he is more interesting as the weapon which is being wielded against the industrialism of the commercial victory over England.

They do not disguise this objective in Berlin, and one does not know why they should. Germany needs trade for her stalwart millions, and the market into which she can cut most conveniently is the market of England. The government plans in this direction and legislates in this direction. State railways are at the service of manufacturing the state purse is at their disposal, and the tariffs are arranged for their convenience in this struggle.

Germany presents to the world the spectacle of a whole nation alighting in all its masses with general and scientific concentration of all its parts, at commercial supremacy.

Of what kind of stuff, then, is the German workman made—the man who under whom all this machinery of government is powerless?

I have seen him in his factory, his home, and his cafe; I have discussed him with Professor Hans Delbrueck, Herr Bernstein, the Socialist leader, and many of his direct employers; and I have talked about him far into the night with a capable social student, himself a workman, who lives in the workers' quarters and works among the people. The result of these studies is the conviction that only the Teutonic spirit of eternal contradiction delays the triumph of the German.

More than the Englishman, more thrifty, more painstaking, more amenable to long hours and concentrated effort—but, he is a German. He is a German, and therefore he is at a disadvantage against something or another, always frittering away his energy in more or less unimportant quarrels with his government, and always looking enviously away from his own well-being to the greater well-being of other people. He has none of the dash of the Englishman, none of his quick perception and vivacious performance. He works grudgingly and clumsily, and only succeeds because he sticks to it with greater doggedness than the Englishman permits himself. Moreover, there is one tremendous factor not yet, I think, sufficiently realized by the government—which is assisting the workman in Germany, and so far checking the pace of commercial development. In Berlin the working classes say, "Once a workman, always a workman" and that is paralysis to a position that is not a position of money, and position. They are working without the hope of achieving anything for themselves.

In one of the great engineering works which is sited in Berlin I was struck more by the general plan and management of the place than by the excellence of the work turned out. Everything was done for the health and comfort of the workers. They entered through a spacious lavatory, where each man has his allotted basin and soap, and where each man, too, has his own private locker for placing his clothes. They entered through a large hall, and there is also a kitchen where they can procure bottles of tea, twice a day.

All of the workers in the works are special arrangements are made for lighting the shops; electric lights, properly shaded, are distributed in every part of the buildings, and the tall chimneys are fitted with a fronted glass which collects all the rays of light and throws no shadow. Every inch of the solid floors is kept shipshape, and an automatic apparatus collects every particle of dust and discharges it from the shops. Outside there is pleasant garden, where the men may rest and breathe pure open air.

Piecework is the rule, and men work overtime without complaint in order to get the extra money. A 6-hour day is said to be the average, but on many of the time-cards I noticed that workers who assembled at 6:30 did not leave till 11 o'clock at night.

The average wages of the Berlin workmen range from 20 shillings in the man range, perhaps, from 20 shillings to 40 shillings a week. They do not earn the very high wages of the best English workmen; but on the other hand, there is no such ultimate class as the slum-dwellers of London. Like everything in Berlin, there is among the working classes a general decency, and a mean well-being—no extremes of any kind.

It seems that heavy drinking is the habit among the men, but the liquor is not flaming whiskey and scorching gin. It is beer, which the government resolutely sees is pure and wholesome, and it does not drive the workers into madness and crime. The workman can drink six bottles of this beer, and afterwards sit down to a program of classical music without falling asleep. Certainly he is at his best next morning with the old doggedness and the old energy.

Among many of the workmen there is a reverence for nature which is charming to the observer, and which protects them from the excesses of their fellows. "You must go to the workman's colony," everybody tells you. "If you would see the German workman."

This "colony" is a summer retreat of the workman. Land comes into the market, and ere the bricklayers arrive, and until the last rod is covered with new palaces, the workmen erect wooden shanties there, plant a few vegetables and flowers at the doors and journey thither to spend rustic week-ends, with their wives and families. It is a great hour on Saturday afternoon, when the mother makes her fire of sticks, the father goes with the kettle to the nearest stream, and the family crowd about the wooden hut waiting for their tea.

On Saturday afternoon, too, during the summer months, the trains are packed with humble working people journeying into the country, to enjoy a little respite from the rush of city life. Simple, happy, clean-hearted trippers. They are not so well educated, politically, as the workmen of other countries, but they are infinitely better educated in the things which make for intellectual peace.

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Building a New London

Randall Blackshaw in Century Magazine. London is being rebuilt as rapidly as New York. It is so much vaster than the metropolis that the process is less conspicuous. Nothing is being done today that stands out so prominently as the great bridges over the East river; many analogous buildings in London to the, trappings of the metropolis, and office buildings above the normal skyline in New York, the nearest approach to a "sky-scraper"—Queen Anne's manor house of 17th century in height from 11 to 14 stories only.

Food Basis of New Americans

Writing of "The Economic Interpretation of History" in the bimonthly Annals of the American Academy of Political and Social Science, Prof. Simon N. Patten of the university of Pennsylvania says (this of an American future based on food supplies): "Not only has America a better food supply than Europe, but the barriers to commerce have been so far broken down as to make the food supply of the whole world available at our great centers."

A new civilization is now possible to which those of the past can offer few analogies. Individual struggle has practically ceased. A sufficiency of food comes to the unskilled laborer, and the creation of a population depends, augmented by a million immigrants a year does not increase the pressure. We have higher standards today with 20,000,000 people than we had two generations ago with 40,000,000 people, and we could support 300,000,000 with as great ease and with as little individual struggle.

The great central plain of North America is vast storehouse of food. We have the wheat that Europe has, but we have it more abundantly. We have more extensive grazing regions, and with corn for fodder have superior facilities for raising cattle. Pork never took a proper place in the diet of the world until the great cornfields of the west came into existence.

"To think of the changes in diet that the cheapening of sugar has made is to realize in a measure what an increase of population will follow the full utilization of available root crops. We have combined the resources on which the civilization of the United States depends, and those which made the ancient civilizations of the south. The emigrants from South Europe find here a possible diet like that of their home countries, and in the tropics of the United States we find that lay dormant as long as the northern races were fed from it.

In addition to these home possibilities the address and accessibility of the sea routes of the West Indies and Central America make many new food-stuffs available and in quantities practically unlimited. Measured in food, these regions can support a great population. The United States, in the cost is less than that of the home supply. We need only a fruit and a vegetable loving population to utilize these new food materials, and then it is not far from the tropics from Southern and Central Europe.

"This food supply could not be made available nor could the absorption and assimilation of southern meat foods be made possible without the cheapening of the cost of transportation.

"Coincident with this improvement in food and transportation have come social betterments that have raised the standard of life and made people more healthy. Great scourges like the medieval plagues are no longer possible and fevers are so well under control that they have ceased to be a menace to the human race.

"To attain all these advantages a rapid increase in capital is necessary; and fortunately the growth of the saving instinct has kept pace with other improvements. The Republics of the future will be able to finance the cost of interest calls forth capital enough for our great enterprises.

"Food, health, capital and mobility of men and goods are the four essentials to progress. All of these are now abundantly supplied and capable of indefinite increase. Must not this be the basis of a great social transformation, changing our institutions, our modes of life, our habits, and our very nature? If it is, it is a social adjustment as complete as the present economic situation permits. If there was a break in traditions, institutions and ideals among the Republics of the future, a still greater crisis is before us when American civilization matches American possibilities."

A CHANGE IN SYSTEM.

From the St. Helens Mist (Rep.). Binger Hermann, unless he is one of the most ignorant of men, knew the entire and complete history of the trade in question, and he knew that it was not suitable for a homestead and that no such improvements as alleged had ever been made by any of the gang. It is possible and even probable that he will never be indicted by a grand jury, and if indicted, that he will not be found guilty; but, so far as public opinion is concerned, he has been indicted, tried, and found guilty, and we do not think it will ever again be possible for him to represent Oregon in the congress of the United States.

Under the old system of conventions such men as Hermann were practically masters of the situation. He was not a choice of the Republicans of his district, but a man nominated at Eugene, but he had the support of the most skillful politicians, and therefore, after a hard contest he won. This was the reward given him by the voters that he for the vote of his son in the previous legislature. It was, as Mr. Brownell aptly said, "according to program," and under the old convention system those who did not win nothing unusual.

But a new system has been inaugurated in Oregon, and hereafter those who desire to occupy elective positions of trust and power must go directly to the voters of their respective parties to secure nomination. Under the direct primary law the people have an opportunity at last, provided they do their duty, to select the candidate for whom they desire to vote. It is an untold remedy for acknowledged evils, and its efficacy depends upon the manner in which it is applied. It is to be hoped that it will forever put an end to the power now exercised by political bosses who, under the present system, absolutely control state, county and district conventions.

BITROCK'S HARD JOB.

From the New York World. Secretary Hitchcock was talking of the cases in the cabinet meeting today. He extolled a man who had helped him in the prosecutions.

"He's honest, too honest to be elected to office," said the secretary.

Secretary Hay, Secretary Morton and Postmaster-General Wynne, who have never been elected to office, thought that was a good line. The president, Attorney-General Moody and Secretaries Taft, Wilson, Shaw and Metcalf, who have been candidates for the suffrages of the people, shouted an amazed "What's that?"

It took Secretary Hitchcock half an hour to explain, and then he didn't get anywhere.

Building a New London

Randall Blackshaw in Century Magazine. London is being rebuilt as rapidly as New York. It is so much vaster than the metropolis that the process is less conspicuous. Nothing is being done today that stands out so prominently as the great bridges over the East river; many analogous buildings in London to the, trappings of the metropolis, and office buildings above the normal skyline in New York, the nearest approach to a "sky-scraper"—Queen Anne's manor house of 17th century in height from 11 to 14 stories only.

Of governmental projects perhaps the greatest is the buying out of the companies that supply London with water. Their claims amount to about \$250,000,000, but radical acts were made by the court of arbitration appointed to adjudicate them. It is unlikely that the Metropolitan water board will do as well for the city, needs are growing with its population, while one of the chief sources of supply—the Thames—has been gradually dwindling for the last 20 years; it is so much vaster than the metropolis that the process is less conspicuous. Nothing is being done today that stands out so prominently as the great bridges over the East river; many analogous buildings in London to the, trappings of the metropolis, and office buildings above the normal skyline in New York, the nearest approach to a "sky-scraper"—Queen Anne's manor house of 17th century in height from 11 to 14 stories only.

The principal public improvements of the last 20 years have been made by the county council, which succeeded the metropolitan board of works under the local government act of 1888. One of its single undertakings is the Blackwall tunnel, which opened in 1897, had a cost of \$7,000,000. The next undertaking of the sort (the tunnel from Rotherhithe to Ratcliffe) is expected to absorb as much. The tower bridge, completed in 1894, cost \$1,500,000, and the most conspicuous of London bridges, the one farthest down stream, and the only one provided with a draw—was the work of the corporation of the city of London, and the same body is now widening London bridges, the most famous and still the most traveled of the many roads across the Thames. The cost is estimated at \$500,000. The Corporation of London has also begun to lower the crown of the Southwark bridge—a task which will virtually involve rebuilding, and is expected to swallow up \$1,750,000. The new bridge over the river, where \$1,600,000 is being spent to replace Vauxhall bridge with a structure of steel.

The two most important buildings now in course of construction are the war office, in Whitehall, and the additional government offices, in Parliament street. The latter building, which will cost some millions of dollars. The former, designed by the late William Young, and to be completed in June 1908 at an expense of \$3,500,000, will be a masterpiece of architecture, occupies an entire block, bounded by Whitehall, Whitehall place, Whitehall court and on the south by Horse Guards avenue, which separates it from the mansion of the Duke of Devonshire. This irregularity is masked by an ingenious treatment of the angles.

The new government offices, at the lower end of Parliament street, designed by Sir John Brydon, will be ready for occupancy in June, 1907. Though only four stories high, the building is so huge that the inner rooms will be lighted from 19 stories, the largest being 140 feet in diameter. It has a frontage of about 300 feet and a depth somewhat greater, and ultimately will run all the way from Parliament street to St. James's park, a distance of 700 feet, which is also the depth of the adjoining home and foreign office block. The latter extends from Charles street north to Downing street, and the new block from Charles street to Great George street on the south; and it is planned to unite the two by a bridge carried across Charles street above a great portico or arcade of three arches on columns, with a deep sculpture frieze above it, crowned by a quadriga. At the same time the treasury building, fronting Parliament street just north of Downing street, will be similarly joined to the home office block by a bridge above it, occupied an entire block, bounded by Whitehall, Whitehall place, Whitehall court and on the south by Horse Guards avenue, which separates it from the mansion of the Duke of Devonshire. This irregularity is masked by an ingenious treatment of the angles.

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