

# VALUE OF STEEL

Interesting History of the Achievement of America's Greatest Architect.

SKELETON STRUCTURE PRODUCED SKYSCRAPER

Greatest Boast of Life, However, Was That He Introduced American Pumpkin Pie in Paris-Was Little Known in His Home City.

Something of the life and achieve ments of William Le Baron Jenney, nerica's greatest architect, who taught world the value of steel in modern city construction, completely revolutionizing the architecture and construction of the heavy building in both this country and Europe, is given in a recent ne of the Chicago Tribune.

Jenney invented the skeleton structure of the skyscraper. He startled the architects and builders of every land by his daring innovations, doing many things that the leading architects of two continents considered visionary. He set them gaping by constructing great buildings from the top down, or from the middle up; he calmly stuck steel amekestacks into office hulldings, ig-noring the cries of alarm; he acknowledged no precedent, but established half the existing precedents in modern build-Pumpkin Ple in Paris.

"Of these things he was proud," says the Tribune; "but the great boast of his life was that he was the man who introduced American pumpkin pie into Paris." Continuing, the Tribune says: "Fifty monuments, many of them higher than the one on Bunker hill, thousands of beautiful memorials scattered through the world, one entire town." through the world, one entire town, a areat national park which he first delped make horrible and then 40 years hater made beautiful—these are some of the memorials to William Le Baron

fenney.

He saved half of Grant's army at billoh, made Sherman's march to the eapracticable by his bridge work, aused Vicksburg to fall by his wonder-ule entering planned and located the listoric spots in the great Vicksburg National park, was dean of the archiects and acknowledged master builder of the world. He trained and taught the world. He trained and taught the world, was professor of armiceture in the University of Michiem and yet died a comparatively poor han.

Little Enown in Chicago.

Jenney had made his home in Chicago for more than a quarter of a century, but he was little known here, except among architects and builders. Possibly he was as well known in Berlin, Vienna, Paris—in any great city—as he was his own. Architects and builders from all over the world came to him to learn—and were taught. He might have made hundreds of millions by patenting his inventions, but he preferred to let the world progress. He gave every idea he had freely to his feliows, and to him money was but a minor consideration.

The key to Jonney's great success was that he was both builder and architect, and had an intimate knowledge of building materials. He had tried to get his maximum of light with stone, and with wood, and had not succeeded because the material would not properly carry the weight. He decided on iron and steel.

Before he astounded the world with the Home Insurance building he erect-ed a building which was the forerunner of the skyscraper of today. He realized that "dark space brings no income," and when he built the wholesale clothing store of Levi Z: Letter at the northwest corner of Monroe street and Fifth avenue. he took the first step toward steel corner of Monroe street and Fifth avenue. he took the first step toward steel construction. That store was then one of the architectural wonders of Chicago, the cast from mullions between the windows giving the desired result and enabling goods to be shown at every counter with outside light. Architects said it was a conservatory and never could be heated, but Jenney laughed.

could be heated, but Jonney laughed.

Found it was a conservatory and never could be heated, but Jonney laughed.

Found it is opportunity.

The was not satisfied. He believed from and steel would solve the problem, and in 1853 he found the opportunity, and is the free of the doubts of his fellows he built the Home Insurance built in the first of the construction of the construction of the problem. The same thing in the Fletcher & Sharp building at 1818 and Adams streets. He was told to provide the miximum number of small offices above the second floor. He saw at a siance that neither brick nor stone would carry the load per pull, of section. Architects often had the first the first to reach the same thing in the Fletcher & Sharp building at 1818 and done the same thing in the Fletcher & Sharp building at 1818 and the first to reach the sat stiffying the three requirements. Saved section of the small masonry piers, thus satisfying the three requirements and many and the problem was to make this construction of the problem was to make this construction of the problem was to make this construction of the problem of saved for the disaster.

The question of saved for the first to reach the east after the disaster.

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The question of saved for the first to reach the east after the disaster.

The story of how Jenney saved a first to reach the east after the disaster.

The story of how Jenney as and a conflict the contraction of a detention home for wards of the jurily of the problem was found by Mr. Jenney by supporting at the hands of the sheriff, according to the first to be a construction of a detention home for wards of the jurily of the problem was found by Mr. Jenney by supporting at the hands of the sheriff, according

MAY BE TIED UP

Large Portland Concerns

Must Pay Their Delin-

quent Taxes at Once.

TO MOVE IN MATTER

arshall-Wells Hardware Company,

the Astoria & Columbia River

Railroad Company, the Postal

Telegraph and Others Affected.

The Marshall-Wells Hardware company, the Astoria & Gelumbia River Railroad company, the Postal Telegraph company and perhaps some other prominent property kolders will either have to pay their dalinquent taxes within a sary short time or suffer attachment.

COUNTY COURT READY



BUILDING CAR

umns, thus dividing the total move-ment into as many parts parts as there were stories.

"The drawings were prepared, and the first design for a fireproofed skeleton construction was presented to the build-ing committee of the Home company. They inquired: "Where is there such a building?" The architect replied: "Your building at Chicago will be the first."

first.

"How do you know it is good? The architect proposed to submit designs and calculations to bridge engineers. The design for the skeleton building resembled in many respects iron rail-

came an insurance man, and that he had carefully studied the designs, and the data for the calculations as prethe data for the calculations as pre-sented by Mr. Jenney, and that they met his approval, both constructively and economically, and that he would sug-gest that they be adopted. The motion was carried unanimously, and the build-

Mover Sought for Patent.

"Mr. Jenney often stated that the question of applying for a patent occurred to him at the outset, but inasmuch as the first drawings for this skeleton construction seemed to him to be making general over an entire building what had been done before in a single pier, he did not think the patent could be successfully defended. His only regret for not having made the application was that it would have established conclusively his priority.

"Another notable achievement of Jenney's was the use of gusset plates, designed to take the wind pressure, not otherwise provided for, which is usually about three fourths of the whole, the remainder being taken by the floors and columns. These plates were first used by Jenney in the construction of the New York Life building in 1893. They are now put in all steel skeleton buildings.

"Mr. Jenney remained to the time

at the hands of the sheriff, according to

If the delinquency is not paid the ounty court will tie up a sufficient part of the business of each to cover the amount of taxes due until such time as

amount of taxes due until such time as payment is made or the cases are settled in the courts.

The Marshall-Wells company owes the county some \$3,680, due in taxes upon money, notes and accounts. The Postal Telegraph company owes the county \$240, it having refused to pay the amount assessed upon its franchise, which was valued at \$15,000. The Astoria and Columbia has not paid taxes of any sort for two years and consequently is indebted to the county in the sum of \$246.37 for 1905 and \$258.08 for 1906.

The Marshall-Wells company made the objection that the money, notes and accounts assessed were in reality liable to assessment elsewhere and therefore did not belong upon the Multnomah county roll. The Astoria & Columbia objected to the amount assessed against its rolling stock, while the Postal refused to pay the taxes charged up against its franchise. All of these taxes are delinquent and in addition to the amount assessed are liable to additional costs and interest.

Some time ago the county court

The Marshall-Wells company made

the county court.

the walls and floors of each story independently, story by story, on the columns, thus dividing the total movement into as many parts as there some rusty battered steamers which had a commission from D. J. Burns to prenot had fire in them for weeks. There was no wood, coal, or other fuel. He rode to Grant and reported.
"'What did I send you down there to

"What did I send you down there to do?" asked Grant quietly.
"'Why,' stammered Johnny, 'to bring those troops across.'
"'Well,' rejoined Grant, 'Go bring them.' Jenney went. He had the order. First he tore away the upper works, wheelhouses, and decks, and fed them that the furness. Nothing more was

architect proposed to submit designs and calculations to bridge engineers. The design for the skeleton building resembled in many respects iron rall-road-bridges.

"General A. C. Ducat, one of the manugers of the western department of the Home Insurance company, stated that he had been an engineer before he be."

"The hams and creakers and decks, and fed them into the furnaces. Nothing more was in sight. An inspiration seized him. He levied on the commissary stores—and he got up steam and brought those troops across by burning thousands of dollars' worth of hams and crackers in the furnaces.

The hams and crackers were charged Grant's personal account, and he, a joke, switched and charged it as a loke. Jenney's salary—and it was Hearing For All Mon.

"A trait of Jenney's character that endeared him to all those with whom he came in contact, was his willingness to give every man a hearing and a chance if possible. It is said that there are dozens of rich men in Chicago and are dozens of rich men in Chicago and New York today who owe their wealth to his interest and kindness. If he liked a student in his office or a draughtsman he would stop his work and spend an hour or two teaching, instructing, explaining. He was a natural teacher, able to impart his own knowledge to others, and his success in this line is evinced by the fact that scores of men who are how at the head of the architectural profession in America were tectural profession in America were trained under him."

the duestion comes to an issue it is expected that other property owners in the city will be brought into the circle of the trouble sone for there is a long illst of delinquents on the Multnomah tax books who have made no attempt

to liquidate their obligations up to the present time and against whom no definite action has been taken.

TO FEED THE NEEDY

LA GRANDE MORMONS

a commission from D. J. Burns to pre-pare plans for a two-story frame build-ing, 50 by 75 feet, to be erected at the northwest corner of Eleventh and Mont-gomery streets. The cost of the improvement is estimated at \$12,000. Complete Steel Plant Plans.

John Wilson, of the firm of Travis & Wilson, is on a flying trip to Marshfield looking after the construction of the brick business block of Bowman & Rogers, the plans for which were prepared by this firm.

MacNaughton, Raymond & Lawrence have completed the plans for the proposed plant of the Columbia Sfeel company, to be erected at Linnton. They are now ready to receive bids on the

are now ready to receive bids on the general contract, including excavation. general contract, including excavation, concrete work and frame construction. Architect W. L. Morgan has let the brick, concrete and plumbing contracts for his proposed \$60,000 apartment house to be erected at the corner of Park and Madison streets. Mr. Morgan will be ready to receive bids for the plastering, painting and metal work in a few days.

Order Plans for Warehouse.

Whidden & Lewis have received a commission from the John Deere Plow company to prepare the plans for a six-story building covering the half-block on East Yamhill street, between East Second and East Third streets, the present site of the John Deere company's warehouse. The building will rest on a concrete foundation and will probably be constructed of that material. The estimated cost is \$100,000.

Architect J. O. Wrenn is enlarging and altering the design for the Potter-Chapin company's proposed hotel at Chapin company's proposed hotel at Bayocean Park, Thiamook. Under the new plans the main structure will be 220 by 170 feet, six stories high. The annex will be 160 by 150.

New Residence Completed. Plans are also being drawn for a rine-room residence for Mr. Clarke, of the Clarke-Clemenson company, to be erected on the Cornell Road, Goldsmith's addition, to cost \$6,000.

Architect Joseph Jacobberger is drawing the plans for a two-story, six-room residence for E. W. Shirman to be erected on Willamette Heights at a cost of \$3,600.

CATHOLIC CLUB WILL ERECT NEW BUILDING

A permit was taken out during the week for the erection of the Young Men's Catholic club on Morris street between Williams and Rodney avenues. The structure is to be a three-story have readvertised for bids for the construction of a detention home for wards of the juvenile court. The building is to be erected near Montavilla. Bids close September 13. The architects also announce that the plans for the stable and grapacy for the Oregon Agriculture. Up to this time, however, no suits have been prepared or filed and it is now the determination of the court to attach sufficient property belonging to each company to secure the payment of the amounts due, providing no settlement is made within the immediate future.

If the question comes to an issue it is expected that other property owners in

Lumber Prices Likely to Remain High Irrespective of Tariff.

BUILDING MATERIAL REMAINS UNCHANGED

Logs Now Commanding Three Dollars More Per Thousand Than Was Paid Year Ago-New Rate Will Have Little Effect.

Lumbermen are complaining of shortage of logs and if this state of affairs continue there is little likelihood of lumber prices being reduced, even if the interstate commerce commission fails to prohibit the proposed advance in freight to become effective. The lumber manufacturers regard themselves in a critical position with the railroads on one side and the loggers on the other, and no one appears to be in position to even venture a guess on the ultimate outcome.

Prices on building material for local consumption show no change since a week ago and the demand is fully as good. There seems to be no let up in good. There seems to be no the seems the building activity and orders are continuing to come in freely. In view of the high price on logs it is said that the high price on logs it is said that even with a large reduction in the east-ern business should the proposed rati-road freight change become effective road freight change become effective there is no reason at this time to be-lieve that local buyers will be greatly benefited, since the milimen say the cost of production will not permit much of

The loggers, or timber men rather, are making the money, so the lumber manufacturers contend, because they are getting from \$8 to \$10 for logs per

manifacturers contend, because they are getting from \$8 to \$10 for logs per 1,000 feet, whereas a couple of years ago \$7 per 1,000 was considered a fine price and highly profitable.

Manormous quantities of logs are being chewed up by the big saws and tow boats are taxed to their capacity hauling the logs from the boom ponds to the mills. In fact a number of additional boats could be put to work were they obtainable.

The proposed freight rate advance does not become effective until November 1 at the earliest, the date having been put forward a month since Mr. Harriman's visit here and his interview with a number of the leading mill men of the city and state, and it is possible that the railroad magnate may decide the last minute it is really injustice to place a prohibitive tariff on a product which the Pacific coast has to dispose of and one that the east is much in need of and quite anxious to secure.

The market will be in a very unsettled condition until this question has been settled, and it might be put down for a certainty that if the old rate is permitted to remain prices will become firmer on the jump. Lumber men do not deny this. If the old rate remains it means that instead of losing a market the mills of Oregon will be reaching out for an increase of business that is sure to come sooner or later.

Some of the smaller mills on the railroads in the valley are fortunately placed should the new rate become effective, because several months ago they entered into contracts with eastern buyers for material to be delivered throughout a period of at least a year.

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BIG HAUL ON TRAIN

and Detectives Tichner and Jones asked for the return of rewards. Hell-yer was given \$125 for assisting in the quelling of a riot on board the lumber schooner Johan Poulsen and arresting Charles Bock, the man who led the attack on the nonunion sallors of the vessel on that occasion. Day arrested a young Milwaukee embezzler and received \$100. Tichner and Jones wanted \$20 returned. and Detectives Tichner and Jones

resting S. C. Kerr, preferred by the latter.

Patrolman Parker was on the carpet for being absent from duty on a plea of sickness when he was out until 2 o'clock the preceding morning. He explained that he was driving an automobile and the machine broke down, causing him to be late in returning home. Too much quinine taken for a cold made him sick and he was unable to report for duty the next morning.

All of the cases were taken under advisement.

(Special Dispatch to The Journal.)
Albany, Or., Sept. 7.—An ordinance has been introduced in the city council to limit the speed of automobiles to six miles an hour, under penalty of fine from \$50 to \$100, or imprisonment in the city jail from two to 50 days.

Eugene Stebinger

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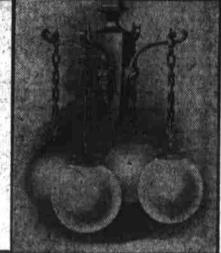
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TO OREGON DAILY JOURNAL

BLACKSMITHS, MACHINISTS, BOILERMAKERS

A NEWSPAPER FOR ALL THE PROPLE

Loggers Make Money.

they entered into contracts with eastern buyers for material to be delivered throughout a period of at least a year. The loss in these cases will fall upon the buyers who pay the freight.

There seems no great improvement in the California market, yet there are more vessels being loaded now on the Columbia river than for some time. Nearly all the mills on the Oregon side of the Columbia are furnishing one or more cargoes at the present time, and a greater percentage is booked for California. The foreign market is fairly active although no cargoes were sold here during the week so far as announced.

BUSINESS BUILDING

permit for the erection of a two-story brick business house at Sixth and Burnside streets to cost \$6,000. Re-pairs on the brick warehouse of the pairs on the brick warehouse of Portland Cordage company on teenth street between Marshall Northrup are under way. The improve-ments will cost approximately \$14,000.

PICKPOCKETS MAKE

(United Press Leased Wire.)
Omaha, Neb., Sept. 7.—Pickpockets at
work on a Rock Island express train
caused a sensational report yesterday
that the train had been held up. Passengers were robbed of several thousand dollars.

CRIMINAL REWARDS Joint Meeting of Fire and Police Commissions Will

Whether cash rewards for the arrest of criminals are to be refunded

Settle Knotty Problem.

La Grande, Or., Sept. 7.—At a meeting of the officials of the Mormon church, arrangements were made for the construction of a large warehouse at Imbler to receive grain to be stored under the auspices of the relief association of the Mormon church and distributed thence among the needy. This is an old custom of the church, and in Utah each ward has such a storehouse.

GROWIEG ACRES AND PAIRS.

Mrs. Josie Sumner, Bremond, Texas, writes, April 15, 1902: "I have used ballard's Snow Liniment in my family for three years. I would not be without it in the house. I have used it on my little girl for growing pains and aches in her kness. It cured her right away. I have used if ne the return of the return of the return of the rewards. The police ment of the cases were taken by ask for the return of the rewards. The police of the police ment frequently ask for the return of the rewards. The police of the police commission will detective in the police ment is to the fund and left there, while on the other hand the policemen frequently ask for the return of the rewards. The police commission will detective in the police department are asking for the return of the cases were taken to clear. Every cent secured in this manner by the fire department is turned into the fund and left there, while on the other hand the policemen frequently ask for the return of the rewards. The police commission will detective and firemen is manner by the fire department is turned into the fund and left there, while on the other hand the policemen frequently ask for the return of the rewards. Chairman Greene of the police commission will detective and firemen is manner by the fire department is turned into the fund and left there, while on the other hand the policemen frequently ask for the return of the rewards. The police commission will detective and firemen is under the cases were taken to the case were taken to the case when he was of clear the police of the case which the fire and police data. Several detectives in the police department are

ceived \$100. Tichner and Jones wanted \$20 returned.

It was explained that police officers are under greater expense in arresting criminals than firemen, and for that reason it was urged that they shound be reimbursed for their personal expenditures.

Patrolman Thorpose was given a hearing on a charge of maliciously arresting S. C. Kerr, preferred by the latter.

Albany After the Speed Fiends.