

PORTLAND NEWS

SPRING NAME OF AMERICAN EMPIRE

Furniture Makers Now Pat-
terned After Style of
100 Years Ago.

TIRED OF USING WORD COLONIAL

Writer Asserts That Term Should Be
Used Only in Connection With Ar-
ticles Made Prior to Revolution-
ary Days.

How many of us, proud of the fact that we live under the stars and stripes and who turn with ever recurring frequency to the delightful thought that we are the government, are aware that among a large and important element in this country the expression "American empire" is very common and that a determined effort is being put forth to bring the expression into more general use.

An American writer in a recent article discussing styles of furniture, says that the term colonial long used in a general way to describe the household furniture of the colonists from the landing of the pilgrims until the war of 1812 is confusing and misleading, and in fact is only partly right. This writer on things antique asserts that only the furniture made prior to the revolution should be called colonial, while all those precious old pieces having elaborately carved columns, claw feet, pineapple finials, etc., that were turned out by American artisans from 1790 to 1812, ought properly to be classed as "American empire."

Shows Highest Skill.
The furniture of this period represented the highest skill of our cabinet makers, and is far more American than any of the styles which preceded it, all of which, from the first pieces turned out of the little wood-working shops in Virginia and Massachusetts down to the beginning of the revolutionary war, was a mere copy of the then prevailing English style.

American furniture of the early part of the nineteenth century was an adaptation of that of the French empire, but interpreted in an original way, and possessing qualities which gave it a far wider popularity than that accorded to French pieces of the same period. As said above, our furniture designs of the eighteenth century copied the English styles, and they did it so faithfully that it is sometimes difficult to tell which pieces were made here and which in the old country. But it was entirely different with the designers of the early nineteenth century. We were then an independent nation, and our furniture expressed freedom from old world ideas. And while our furniture was patterned after the French, it would be impossible to confuse pieces of foreign origin with those of American make, for the latter expressed a vitality and freshness quite lacking in French designs.

Modest in Design.
It seldom exhibited the lavish ornamentation of the French designers, depending rather on broad surfaces of carved mahogany for beauty on simple carving, and on decorative, but rather plain brass mounts. Many pieces were without mounts and show only fine outlines and the beautiful grain of the wood.

The wealth and the torch, the two most salient features of the French empire, were usually ignored by American designers. But the pineapple, the favorite finial, from the time that English furniture makers discarded the urn until the black walnut period set in, was made a beautiful feature of American designs.

No style of furniture has of late been more popular than that made in America in the early part of the nineteenth century, and the highest class of furniture makers realizing this are making a specialty of reproducing pieces of this period. But why call it American empire? That is surely a misnomer. It is not only an offense to our glorious struggle for liberty, but is too much in keeping with that has of late years become a national disgrace—American anglophobia.

Dr. T. J. Lloyd.
Veterinary surgeon and dentist, has opened a new veterinary hospital at 128 North Sixth street, near the Union depot. The doctor is thorough in all branches of the profession. He pays particular attention to the treatment of dogs and operative surgery. Telephone A-5425, Main 5016.

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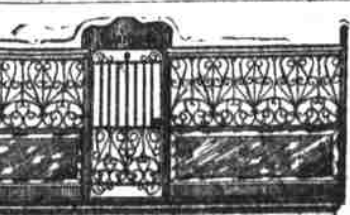
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Irving Apartment House, Irving Street, Between Twenty-First and Twenty-Second Streets.

The private telephone wires and other wiring was done by the Morrison Electric company. The dumb waiters were installed by the Hydraulic and Electric Elevator company. The painting of the building has just been finished by Ivor Williams, contracting painter.

START WORK ON TWO STRUCTURES

Gerlinger Office Building and Water Street Depot Under Way.

BOTH TO BE RUSHED TO EARLY COMPLETION

Second Street Building Will Contain Some of the Most Modern and Thoroughly Equipped Office Suites in the City.

Construction work was started on two notable building improvements during the week just closing. The excavation for the basement of the Gerlinger office building at Second and Alder streets, has been completed and the principal construction contracts let.

The general contract was let to Palmer & Elliston, and the finest and best equipped structures of its kind in Portland. The entrance and vestibule will be done in Vermont marble and the lobby is to be finished in San Domingo mahogany. The wainscoting of the corridors will be Rookwood tiling.

The terms of the contract call for the completion of the building by April 1, 1908. The approximate cost will be \$90,000.

The Gibson-Berndt company, architects, who will have supervision of the construction of the Gerlinger building, has also let the contract for the erection of the terminal building of the Portland-Salem interurban electric line, which will occupy the triangular site bounded by Front, Columbia and Water streets.

The structure is being put up by Charles K. Henry and Rufus B. Mallory at an approximate cost of \$20,000. Its general dimensions will be 260x180 feet. Its height to be one story with a full concrete basement.

Architect A. C. Ewart has awarded all the contracts for the construction of an apartment house on Kearney street, between Twenty-first and Twenty-second streets, have been let by Architects Travis & Wilson. The building is being put up for E. De Yoe and will cost approximately \$6,000.

ARCHITECTS TO HAVE DISPLAY

Exhibit of Designs Will Be Educational Feature This Fall.

Preparations are under way for an architectural exhibition to be given in Portland during the closing days of the year, which promises to be a notable achievement, and will result in bringing together all that is best in recent architectural accomplishment in this and neighboring cities. The proposed exhibition will be given under the auspices of the Portland Architectural club, which is composed of most of the leading younger members of the profession in this city. The president of the club, F. J. J. Berndt of the Gibson-Berndt company, is taking an active interest in getting up the exhibition, and is being ably seconded by Mr. Laurence of MacNaughton, Raymond & Laurence and Mr. Doyle of Patterson & Doyle.

It will be the first annual exhibit and will be given in behalf of architecture in general, and the allied arts of pen and ink sketches, elevations and floor plans. Building material dealers will be invited to exhibit their wares. The younger men in the profession from Los Angeles, San Francisco, Seattle, Tacoma and Spokane will be asked to contribute their efforts to this exhibition. The exhibition will be held in the rooms of the Portland Art club, Fifth and Taylor streets. The exact date has not yet been selected, but it will probably be between Christmas and New Year's.

NEW STRUCTURE FOR OAK STREET

Portland will soon have a new class of a building, a class that has proved popular in eastern cities. It is a commercial power building—that is, one in which the small manufacturer, such as the printer, engraver, manufacturing jeweler and optician and others of that class will find a home in a fireproof building of their own.

The idea is to rent to any person or corporation just as much floor space as they need, and to be erected at a small rate per square foot per year. The project has all been financed, and all that remains is to secure enough tenants, and it is believed this is easy, for Portland is now full of small manufacturers who want to house their plants in a fireproof structure close to the business center of the city, and the new building will combine all these features at a minimum cost to the tenants.

The building will be erected on Oak street, not far from the Wells-Fargo building. It will be of reinforced concrete, according to the Kahn system.

Commercial power buildings in eastern cities have their established place as much as any office building, and in New York, Philadelphia and Chicago there are striking examples of this class of structures. They give to the light manufacturer a desirable location, answering his needs as much as does a modern office building answer the needs of the lawyer, doctor or dentist.

WORK RESUMED ON TWO BIG BUILDINGS

Completion of Board of Trade and Hazelwood Structures Being Rushed.

Construction work on two of the largest and most expensive buildings in Portland, which was temporarily interrupted a few weeks ago, has been resumed. The Hazelwood creamery building at Third and Gilman streets, which was partially destroyed by fire, and the Board of Trade building at Third and Commercial streets, work on which came to a standstill on account of the late bank failure, are both again under full headway. At the Hazelwood building, the debris caused by the fire has all been removed and the work of rehabilitation has begun. It is thought that within 30 days this building will be occupied by the Hazelwood plant. Work on the Board of Trade structure was delayed less than one month, and it is understood that the new interests that have taken it will rush it to completion as quickly as possible.

MEXICAN HONOR FOR SECRETARY ROOT

(United Press Leased Wire.)
City of Mexico, Oct. 5.—Secretary of State Root was yesterday elected a member of the Mexican Academy of Jurisprudence and Legislation.

MANY BUILDINGS ARE UNDER WAY

Over Score of Downtown Structures Begun During Past 12 Months.

MANY READY FOR OCCUPANCY SOON

Other of Larger Buildings Will Be in Hands of Builders for Another Year—Activity Apparent on Both Sides of River.

More than 20 large business structures in various stages of construction are now under way in the downtown district of Portland. All of these buildings with one exception were begun within the past 12 months and more than half of them will be ready for occupancy in the coming year. Several of the larger structures, particularly those of steel frame or reinforced concrete construction will be in the hands of the builders for the better part of a year yet.

The walls, roof and concrete floors of the Commercial club building at Fifth and Oak streets are completed, but at least six months time will be necessary to complete the expensive interior finishing.

The steel frame of the six-story Beck building at Seventh and Oak streets is in the hands of the contractor, and the concrete forms are in progress. This is another of the structures that will require a full year to complete it.

Temple Nearly Completed.
The Marble Temple at Park and Yamhill streets is taking on the appearance of a complete structure. Work on the interior is in progress with the prospect that it will be ready for occupancy on or before January 1.

The sixth and top story of the Cornwell hotel at Park and Alder streets is in the hands of the contractor, and the building has progressed very rapidly and it is altogether ahead of schedule time.

More Into Rothschild Building.
The Rothschild building at Fourth and Washington streets is practically completed, tenants already occupying the ground floor. The six upper stories which will be devoted to offices will be ready for occupancy by November 1.

The Breake four-story brick, on Park street, between Stark and Oak streets is up and roofed over. Bushong & Co., about the Pacific building at Fifth and Ankeny streets are up. When completed, this will be the highest mill-constructed building in Portland. New-stadler Bros. will occupy it.

The seven-story mill-constructed building of Mason, Ehrman & Co., at Fifth and Everett streets is approaching completion and will be ready for use by January 1.

The Holbrook-Lamson hotel at Eleventh and Stark streets is progressing favorably and will probably be occupied early in the year.

Several new business blocks are nearing completion. The Mitchell, Lewis and Staver warehouse on Third and Morrison streets is up to the fifth story and is the only building in Portland resting on a foundation of concrete piles.

East Side Structures Completed.
The Marks building at Union avenue and East Third street is practically completed. W. L. Morgan's four-story block on Grand avenue and East Morrison street is nearly ready for the waiting tenants.

The Buckman mill-constructed building on Union avenue and East Burnside street will be finished in the next 60 days. Gevurtz & Sons will occupy this building with a branch of their furniture and house-furnishing business. Work is progressing rapidly on the reinforced concrete building at East Burnside and East Third streets, known as the Proudfoot building.

Work on the six-story warehouse for the John Deere company will begin in the next 30 days.

Coos County Advances Taxes.
(Special Dispatch to The Journal.)
Salem, Or., Oct. 5.—Ten thousand dollars, the balance of the state taxes of Coos county, was received at the treasurer's office yesterday. The payment was not due until November 1.

MARKET HINGES ON RAIL FIGHT

Lumbermen View Situation in Better Light Than Week Ago.

FOREIGN SHIPMENTS GROWING STEADILY

Trade Expected to Come North From San Francisco Has Switched South Where Yellow Pine Is Supplying Demand.

The future of the lumber market will depend a great deal upon the outcome of the fight against the railroads, but for the present prices remain as they were a week ago, no changes having been deemed necessary to induce trade. In fact, the local market is declared to be entirely satisfactory. There is every reason to believe that the building activity will continue indefinitely unless weather conditions interfere. The local outlook is therefore encouraging.

The California market is said to be looking up considerably with inquiries quite frequent. Steam schooners are gradually returning to the lumber trade at firmer quotations, although it will probably be some time before conditions have worked back to what might be termed satisfactory all around. It is, however, put down for a certainty that freights will not advance to the fabulous mark of early spring, when as high as \$9 and \$10 was paid to San Pedro and even San Francisco.

Foreign Shipments Heavy.
It was expected that Portland would get a portion of the Panama canal business about this time, but it is now understood that the bulk of the business will go to the yellow pine mills of the south, they being nearer to the destination than the mill here. Lumber is now placed here, but nothing big is now anticipated, at least in the very near future.

Australia is buying quite freely just now and the orient, too, is taking some cargoes. The steamer Strathmore is ready to depart for Melbourne, Australia, with the first cargo of lumber ever sent from this port, and it will be followed shortly by a cargo now being placed in the hold of the German ship Siam.

These cargoes are being furnished by the Portland Lumber company for the American Trading company of San Francisco. The Pacific Export Lumber company engaged the British steamer Bramley this week to load a cargo of lumber here for Fremantle, Australia. She is due to arrive here next week. The Norwegian steamer Elsa departed Friday for Shanghai with 3,000,000 feet, and she will be followed soon by the Norwegian steamer "Aron" from Seattle, now shifting from Linton to the mills of the Portland Lumber company to finish.

More Cars to Use.
The car shortage seems to show a slight improvement this week and the millmen have been less caustic in their remarks about the traffic men accordingly. They fear, however, that this improved condition will not be permanent.

The shingle market is much like the lumber market—depending upon the transportation facilities. Shingles are quoted at from \$2.50 to \$3.00 at the mill wharves.

The peculiar dilemma in which the coast lumber manufacturers are placed is described by the American Lumberman as follows:
"Pacific coast manufacturers are up against conditions doubly serious as compared to the southern pine producers. Their business is not only partly paralyzed by lack of cars, but their interior trade is checked by the impending advance in eastern freight rates. While they are hoping and working for relief and invoking legal redress in the meantime, the white pine manufacturers in Minnesota and the northwest are congratulating themselves because there is a prospect that they will have less competition from coast fir, cedar and spruce than in the past. The war in Minnesota that they have had in recent years. Thus business has no compassionate soul for the misfortunes of competitors. The battle of rates is even growing warm in semi-arid territories of the southwest."

Ship Southern Pine.
The growing wholesale trade of San Pedro, Los Angeles and San Diego, in southern California, is itself in competition with lumber that is shipped from Texas and Louisiana yellow pine mills into Arizona and New Mexico. Rail rates from Texas and Louisiana are less than from southern California points, and the Los Angeles-San Pedro dealers are contemplating an appeal to the interstate commerce commission for an investigation of this discrepancy and for a possible correction of the inequality of rates. Thus the several producing fields and the several varieties of lumber are striving for a footing in rival distributing fields. The strife is intensified by lack of transportation and a moderation of demand, influences that makes anxiety to sell mill product more intense."

HANDSOME APARTMENT ON IRVING STREET

A picture of the handsome Irving apartments, on Irving street, between Twenty-first and Twenty-second streets, is printed on this page today. The building belongs to L. O. Hickox and is being built under the supervision of H. L. Camp & Co. The building contains 20 apartments of from three to six rooms each, and in addition a janitor's suite and six rooms in the basement for the use of servants.

Each suite or apartment opens onto an interior court 20 by 60 feet. The building will be equipped with seven electric dumb-waiters, a community laundry with drier, and both telephone systems.

When finished the improvement will represent an outlay of nearly \$40,000.

New Portland-Pendleton Train.
The new local train service of the O. R. & N. between Portland and Pendleton goes into effect tomorrow, Sunday, October 6. Train leaves Union depot at 7:15 a. m. for all stations between Portland and Pendleton, and connects at Biggs, Arlington and Hopper Junction for all stations on the Shavliko, Condon & Heppner branches.

This train takes the place of the Biggs local and starts three quarters of an hour earlier. Don't miss your train.

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