

BUILDING NEWS

ISTHMUS FULL OF CEMENT MATERIAL

Uncle Sam Has Chance to Save Millions in Building the Canal.

PLANT COULD BE ERECTED CHEAPLY

Rock Strata in Immediate Vicinity Suitable for Manufacturing High Grade of Cement—5,000,000 Barrels to Be Used.

United States government engineers have submitted a report to the war department showing that a high-grade Portland cement can be manufactured for use in constructing the Panama canal of materials found on the isthmus of Panama, and within a few miles of the line of the canal. The report further says that cement can be manufactured in the canal zone for \$1.34 per barrel, and when it is considered that 5,000,000 barrels is the estimated quantity that will be used on the canal, and that it will cost not less than \$3 a barrel delivered on the isthmus if shipped from the states, it will be seen that the government stands to save several million dollars by using cement made from materials found within the canal zone.

Some time ago Ernest Howe, assistant geologist of the United States geological survey, was detailed by the canal commission to look into the geology of rocks, etc., which might be useful in connection with making Portland cement and the securing of aggregates for making concrete.

Plenty of Material. Mr. Howe worked over the ground for a considerable time and made an exhaustive report dealing with the subject. His conclusion was that the coral rocks near Colon, together with the silt brought down the Chagres river could be utilized for this purpose. As the silt is somewhat short of silica, a second argillaceous ingredient is proposed, namely a purpureous rhyolite tuff found at the western end of the Panama railway bridge near San Pablo.



John Mathieson's New Hotel, Front and Harrison Streets.

From these three materials cement was made experimentally in the Lehigh Valley Testing Laboratory at Allentown, Pennsylvania, and the cement so made is alleged to be of first-class quality.

The report gives the amount of raw material, which it states, is available in the immediate vicinity of the canal zone to make the 5,000,000 barrels of cement required for the canal construction. For fuel, coal from the United States, oil or lignite are proposed. The cost of building a plant having a minimum capacity of 1,000,000 barrels a year is said to be \$1,500,000 from which cement, it is stated, can be made at \$1.34 per barrel.

In case the canal commission should not care to go into the manufacture of cement, private capital might be enlisted and induced to put up the necessary plant for its manufacture. In that event, the government might have to pay as much as \$2 a barrel, but even then a saving of \$1 a barrel, or a total saving of \$5,000,000 would be effected.

Another matter which has much interested the cement manufacturers of the United States, has been the investigation which Mr. Shinn has been carrying on at the suggestion of Colonel William L. Siebert, head of the department of lock and dam construction of the canal commission, as to the question of delivery to the commission of clinker instead of cement. The purpose was to save the cost of packages, which is estimated at least 40 cents per barrel of cement and, further, to avoid the storage of the large quantities of cement under the peculiar atmospheric conditions that prevail upon the isthmus. As to this, various manufacturers were requested to consider the proposition of supplying cement delivered at the ports on the Atlantic and Pacific side of the Panama canal, in the form of clinker in bulk, with the understanding that the government would erect a grinding and finishing mill on the isthmus for the purpose of preparing the clinker for final use as Portland cement on the isthmus. The suggestion was a most interesting one and received careful consideration from the manufacturers, involving, as it did, the selling of practically a half-finished product, and also the transportation of tidewater in cars, and to Panama in vessels, of clinker instead of cement.

The canal commission expects, in a short time, to invite proposals on every probable basis upon which cement manufacturers might desire to make bids for furnishing cement needed in the construction of the canal. It is thought feasible to ship the cement in clinker form to the isthmus, and grind there, and bids can be made on that basis as well as others that may be named in the specifications. About 4,500,000 barrels of cement will be needed and the consumption will be at the rate of about 4,500 barrels per day.

SALEM LINE STIMULUS TO NEW BUILDINGS

Many Substantial Improvements in Evidence Along South Front Street.

Brick improvements of a substantial and imposing character continue to go up on South Front street along the line of the new Portland-Salem electric line. Charles K. Henry and Judge Mallory have just begun the erection of a building covering the triangular block at Front, First and Jefferson streets. A five-story brick hotel at Front and Harrison streets, belonging to John Mathieson, is beginning to take on the appearance of a finished structure. The building occupies a quarter block and is estimated to cost about \$400,000. E. J. Lyon prepared the plans and has the general contract for its construction. Jacob Losli was awarded the framing contract. Subcontracts were given to the following local firms: Glazing, Portland Sash & Door company; plumbing, Ruddy Brothers; heating, Stevenson & Paulson; McCracken company. The building will probably be ready for occupancy by March 1, and will be operated by the owner, John Mathieson.

COUNTRY CLUB WILL BUILD IN THE SPRING

Plans Completed for Clubhouse on Rose City Park Acreage.

Preliminary sketches of the clubhouse of the Portland Country club were submitted to the executive committee of the board of directors of that organization by Architect Lazarus at a meeting held early in the week. The committee ordered the drawing completed, but announced that work on the building would not begin until spring. The Country club now owns about 100 acres in the vicinity of Rose City Park. The property is being cleared of underbrush and a first-class racetrack is being graded. It is intended by the directors to complete during the coming year one of the best appointed country clubs in the west.

LOS ANGELES NOW TARGET FOR MUD

Erection of Municipal Cement Plant Brings Down a Deluge of Wrath.

MANY PRIVATE WORKS CLOSE BY

Cement Age Also Takes City to Task for Building Factory—Product to Be Used for the New Waterworks.

Los Angeles has brought down upon its head the wrath of a powerful coterie of California cement manufacturers, by erecting a municipal cement factory, the product of which is to be used in building a city waterworks. In a discussion of this action of the California city, Cement Age has the following caustic criticism:

"Los Angeles is about to build an important water system and, while there are cement works all about that section of California, the city proposes to build her own cement works, manufacturing her own material, untried and untested, and with this material to build a waterworks involving millions of dollars. With this purpose in mind, contracts have been let for a plant a description of the machinery of which, to the educated mind, is sufficient indication of its lack of efficiency for the purpose required. It is a well known fact that it takes some time to build a cement works, from a year to 18 months being a reasonable period, and after the works are built it takes a little time to make the cement and test the same.

"To clap the climax of this particular piece of absurdity on the part of municipal government going into a contracting business, it may be stated that the city has just proceeded to buy cement bags to the extent of 25,000 at the present market rates, in order to junk the mythical cement that is to be made at the mythical works in a year or two from the present period. At that time the price of cotton sacks may be very much lower, and during the interval the cotton sacks purchased may have an admirable opportunity to rot away."

MASONS OCCUPY FINE BUILDING

Oregon City Lodge Completes Handsome Three-Story Structure.

Among the handsome buildings that have gone up in this district during the past year, none is of more importance than the new Masonic temple built by Multnomah lodge No. 1, A. F. and A. M., of Oregon City. It is a six-story three-story structure, and was built of reinforced concrete at a cost of \$40,000.

The ground floor is to be used as one large store room, the second floor is divided into 18 office rooms and the third floor contains the lodge room, banquet hall, reception parlor, kitchen, reading room and parlor. There is a large attic, which it is proposed to fit up as a library.

The building is finished throughout in grained Oregon fir, with the exception of the lodge room which is to be finished in eastern quarter-sawn oak. The building will be ready for occupancy about February 1.

PLANS FOR OREGON'S FAIR BUILDING READY

Alaska-Yukon Structure Will Cost in Neighborhood of \$50,000.

Plans for the Oregon state building to house the state exhibits at the Alaska-Yukon Pacific exposition have been completed and may be seen at the office of Architect Daric C. Lewis, Couch building. Bids for the construction of the building will be let in this city about January 1. The building will cost approximately \$50,000, which will leave out of the \$100,000 appropriation made by the last legislature \$50,000 to cover the expenses of the state's exhibit.

The Oregon commission of the Alaska-Yukon exposition will have charge of the construction of the building. M. D. Wisdom is the secretary of the commission, with local headquarters in the Hamilton building.

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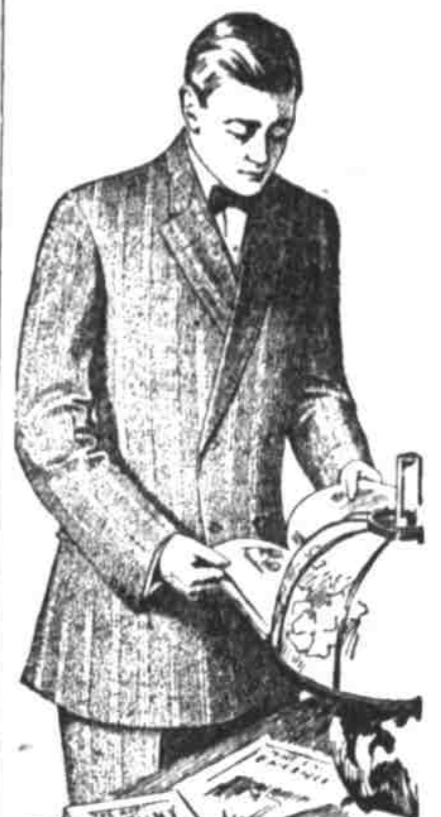
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