

LEADS THE WAY FOR QUICK HANDLING OF EXCAVATION WORK

Portland Concern Makes Dirt Fly for New Buildings With Modern Machines Invention of C. J. Cook.

Dirt moving has become a science in Portland. The one man who is responsible for the complete revolution which has taken place in the past five years in the handling of dirt taken from basement excavations is C. J. Cook, head of the well known firm of the C. J. Cook company. This concern now thinks less of digging out 1000 or 1500 cubic yards of earth in a day and transporting it across the city to some fill than the old-time excavating contractor thought of removing 50 cubic yards in the same time.

Under the old system, to excavate for the foundation and basement of a quarter block building required from six to eight weeks, while the C. J. Cook company now thinks there is something badly wrong when it fails to complete such a job in 10 days. With such a change as this, truly, dirt moving in Portland has become a science.

Large Quantity Handled.
Mr. Cook's company might be described as a wholesale mover of dirt, since it handles approximately 200,000 cubic yards every year and has for the past five years moved this prodigious amount of old mother earth every year. This concern has not only worked a revolution in excavating foundations and basements and in grading residence additions adjacent to the city, but with making a comfortable sum of money for itself it has added many thousands of dollars in value to much of the close-by east side districts. This has been done by hauling thousands of wagon loads of earth across the Morrison street bridge and dumping them into the old sloughs that at one time crossed much of the east side from the river to East Tenth street and from Burnside street south of the Inman-Poulsen mill. So much of this filling has been done that Mr. Cook now thinks that excavating in Portland will become a serious problem in the next two years. For the reason that there will be nowhere to put the dirt.

No Place for Dirt.
In other words, according to him, basements that are now excavated for from 55 cents to 75 cents a cubic yard will cost \$1.00 a cubic yard, not all because the dirt will have to be hauled four or five miles instead of one or two miles.

Mr. Cook is very modest about his company's wonderful achievement in the dirt moving line, but he is even more so when it is suggested to him that his own inventive genius has transformed what was at one time a herculean task into a very simple and easy proposition. It is by means of the big machines called excavators, these huge derricks that swing around with the rapidity of a fly wheel and pick up enormous iron buckets filled with dirt, that basement excavating has been made so simple and comparatively cheap.

Cook Is Inventor.
Mr. Cook designed this machine himself and had the first one built just five years ago by the Willamette Iron Works. Later on he had two erected in the east and now operates all three of them. His company also uses the regulation steam shovels in excavating, but the steam shovel is only adapted to dry weather, while the big derrick excavator will work quite as well in rain as it will in sunshine. In fact no kind of weather interferes with the operation of this machine. The excavation for the foundation and basement of the Medical building was done by one of these machines during the silver thaw, and three of them were lifting 350 cubic yards of earth each every day during the heavy rains last week.

The C. J. Cook company has recently constructed another of these labor saving machines, which it operates in connection with its dirt moving business. This is a derrick which lifts a wagon bed loaded with earth from the wagon and carries it far out or a fill and there dumps it, all done by machinery.

Excavator Owns Dirt.
This machine may be seen at work in the fill that is being made in the Hawthorn slough at Belmont and East Eighth streets. Something that is not generally known about excavating is the fact that the dirt removed from basements belongs to the excavator and is sold by him or the company, no someone who has a fill to make. The excavating companies figure that what they get for making the excavation just about pays for the cost of handling the dirt, leaving the proceeds derived from the sale of the dirt on the profit side of the ledger.

Mr. Cook thinks that his excavating equipment is superior from every viewpoint to anything of the kind in use in other cities. He says that the big contractors of Chicago and other eastern cities have sent a man out here to observe the work of his excavator and without exception these men have told him that he had the best labor saving device of the kind they had seen.

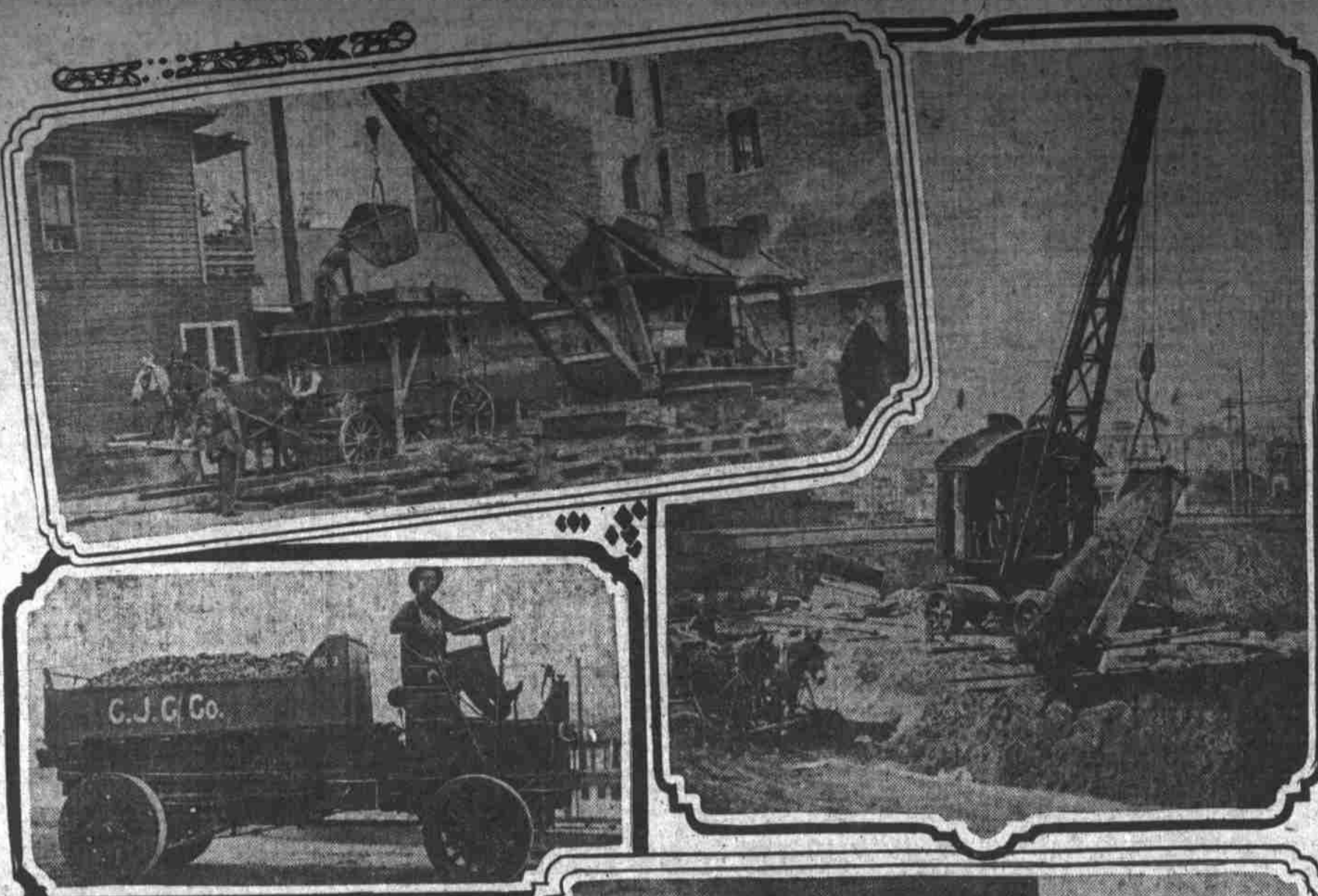
Has Best Method.
Most of the dirt removed from basements in large eastern cities is handled by means of the big derrick lifting the wagon bed down into the excavation and after they are filled, lifting them back onto the wagon again. This process has been in vogue for many years in the large eastern cities, but men who have seen the Cook method say that it is crude compared to the way the same work is done in Portland.

The C. J. Cook company employs about 250 teams in keeping the dirt out of the way of its excavators. Each two-horse team handles two cubic yards of earth in a load and when the men leave the barns at 7:30 o'clock every morning, they know just exactly how many cubic yards of earth they are expected to move that day. The handling of dirt has been reduced by this company to such an extent that the excavators are kept constantly at work lifting the big buckets of dirt up to the trap.

No Time Lost.
The engineer who handles the excavator knows that there is going to be a wagon underneath to catch the earth when it is dumped into the trap. No time is lost by men waiting for teams to come. They are always there, and the earth is carted away as fast as it is brought out of the hole.

The C. J. Cook company has been in the business of digging excavations in Portland for 18 years. For the first 12 years they used the old-fashioned method of the pick and shovel and the mule team. It is just five years ago that the first derrick excavator was built. Mr. Cook worked for eight years

SCIENTIFIC METHOD OF HANDLING DIRT FROM BASEMENT AND FOUNDATION EXCAVATIONS



MAKE NEW RECORD FOR CLASS A WORK IN BUILDING HERE

Never Before Have So Many Fireproof Structures Been in Process of Erection in Portland.

That there is now a greater volume of durable building construction going on in Portland than at any time in the city's history is amply proved by a comparison of the building operations under way in 1907 and those of today. Just four years ago the Corbett building, the Board of Trade, Commercial Club, Felling and Medical buildings and the Y. M. C. A. and Y. W. C. A. structures, were all in process of erection. The year 1907 has up to this time been considered the high water mark in building in this city. At that time fireproof buildings under construction were estimated at a value of \$3,100,000 and Portland thought that a stupendous sum to be invested in fireproof structures in this city in any one year. How few people realize the fact that there are under construction at this time buildings valued at more than \$3,000,000. The reason that this fact is so little appreciated is that Portlanders have come to look upon the putting up of a skyscraper as a rather commonplace affair, while four years ago the building of such a structure marked an epoch in the city's development.

Class A Buildings.
Not only is more than \$3,000,000 being invested in class A buildings now under construction in this city, but structures of the same character have just been completed and turned over to the owners that cost over \$1,000,000, while announcement has been made in the past few days of others of the same class on which work will begin in a short time that will cost close to \$1,500,000. Here is a total of more than \$5,000,000 invested in new fireproof buildings, not one of which was under construction a year ago and all of which will be completed by October 1, 1911.

In comparing the volume of new construction under way four years ago with that of the present time, no account is taken of the score of brick and concrete apartment houses going up today, while not a single structure of this class was being erected in Portland during any part of the year 1907.

Spalding Building.
Among the finer buildings just about completed are the 12 story Spalding structure and the Railway Exchange, the first of which was built at a cost of \$700,000 while the second represents an investment of \$250,000. Of the finer class A buildings which will be under way in the next few months in the new Lipman & Wolfe department store which is estimated will cost \$600,000, the 15 story office building of T. B. Wilcox to cost approximately \$400,000 and the new Columbia theatre and hotel, which will probably represent an investment close to \$350,000.

Under construction in the business center are the following, nearly all of which are fireproof structures: The 15 story Yeon building, \$600,000; 13 story Sells building, \$400,000; 10 story Massey-Tichnor building, \$350,000; John Deere Plow company's eight story warehouse, \$200,000; Marshall-Wells four story warehouse, \$200,000; additional stories on the Chamber of Commerce, \$150,000; Hellig theatre, \$150,000; Link building, \$150,000; Friedenthal & Hirsch hotel, \$100,000; Powers furniture store, \$100,000.

New Work Progresses.
Work of putting in the concrete footings and basement walls for the Tichnor & Massey building and the Powers furniture store, two of the largest central structures recently begun, is practically completed. Another week will see the walls of the first story of both buildings well under way. Plans of the Massey & Tichnor building, at Seventh and Alder streets, have been radically changed from the original design, which provided for a six story mill construction type. The new design calls for a 10-story reinforced concrete structure, to cost \$250,000 instead of \$100,000, the estimated cost as originally planned. Plans for the building have been com-

pleted on this machine before he got one that would do the work, and while he talks about it modestly he is naturally proud of the fact that he is the inventor and the builder of one of the greatest labor saving devices of recent years.



Labor saving devices employed by the C. J. Cook company in handling the enormous amount of dirt removed in excavating for foundations and basements of Portland buildings, showing steam derrick and excavator, derrick dumping dirt in fill from removal wagon bed, electric truck used in handling materials for concrete mixture and wagon with removable bed filled with dirt, all making one of the completest and best systematized arrangements for handling dirt on a large scale to be found in any city in the country.

pleted by Architects Emil Schacht & Son.

The McKay Block.
Donald McKay's new six story building going up at Third and Yamhill is progressing favorably, the work so far having been done in record time. The structure is to be occupied by the Powers Furniture company as one of the up to date coast furniture stores. The building will cost between \$90,000 and \$100,000 and barring accidents, will be completed by February 1. Another large central structure recently begun for which the foundation is about ready for the superstructure work is the five story hotel under construction at the northeast corner of Tenth and Stark streets by Friedenthal & Hirsch. The building is to be of brick construction with steel columns, beams and girders. Its estimated cost is \$75,000. Superintendent Gilbert for Contractors.

James Stewart & Co. is making another record in raising the steel frame of the Ben Selling building at Sixth and Alder streets. The steel frame of the basement and five stories of the superstructure is in place. Mr. Gilbert says that unless some unforeseen accident intervenes the skeleton of the entire 12 stories will be in place before November 1. The work is being done with the minimum obstruction to street traffic, two derricks being used in taking the steel directly from the trucks to the places where it is to be used.

Increase Water Rates.
Umatilla, Or., Oct. 8. — The O. R. & N., who supply the city with water, have given notice to all water users of advance in rates of double what the rate was a year ago. The advance is causing a lot of disappointment, as nearly all the users are O. R. & N. employees.

HUGHES AND DORNEY SELL \$24,000 FARM

C. Hughes and R. B. Dorney negotiated the sale last week of a 320-acre farm located seven miles northeast of Vancouver, Wash. The property formerly belonged to T. J. Leonard, who purchased it six months ago for \$18,000 and sold it for \$24,000 last week to Charles A. Meyers. Mr. Hughes and Mr. Dorney have successfully operated in farm lands tributary to Portland for the past year, having closed up a number of important transactions during that time.

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NORTH PLAINS IS NOW UPON MAP

New Town in Beautiful Tualatin Valley Is Made Terminal of United Railways.

North Plains is the latest town to be laid out along the projected extension of the United Railways through the Tualatin valley. The United Railways line west is piercing the richest section of the famous valley and has already located its next terminus at the new town of North Plains, which is situated on a gentle rise in the center of the valley.

Surrounding the town the rolling fields of yellow grain creep away up the sides of the hills till they are lost amid the deeper color of the forest trees, making an ideal spot for the townsite. Contractors and engineers have invaded this yearlong valley and stakes and grades are rapidly changing the face of Washington county. The railroad is burrowing through the hills and nosing its way out to the valley.

Anxious for Service.
The railroad officials are anxious to give North Plains a service as soon as possible, as a number of purchasers of the town property are impatient to begin operations and for this reason a temporary line has been constructed around the hill to the north and will be used until the tunnel is finished.

It is further learned from officers of the company that the track will be in operation with electric cars shortly after November, although by the middle of this month operations will be commenced by steam over the whole system.

The grade is completed and all the bridges are finished. The ties have been distributed over the full length of the line and the laying of steel is progressing rapidly, being already within two miles of North Plains. New cars have been ordered and great improvements have been made in these

cars. All the latest devices making for speed and safety are being attached to them and the comfort of passengers has been a matter of great consideration. One big difference is that the color of the new cars will be the same as those now operating on the Oregon Electric line. These colors have been chosen for their brightness and lasting qualities.

Tunnel Construction Difficult.
The now difficult part of the construction of the North Plains line has been the driving of the tunnel under the hills, which enters the ridge at Cornelius Gap and is now more than half completed. When finished it will be 4182 feet long.

Crews of men are working day and night driving their way through the rock of the hill. The tunnel will lessen the grade and shorten the time between this city and North Plains. The United Railways line runs on an astonishingly low grade, leaving the city on a 1.5 per cent grade and it will run through a tunnel on an almost level grade, while the Southern Pacific leaves on a 4 per cent and the Oregon Electric on a 2 per cent grade. This is one reason the company decided to undergo the enormous expense of driving a tunnel through the lower part of the range.

Plans for the depot buildings at North Plains have been designed and the contract for their construction has been let. Nearly opposite the site chosen for these buildings a lumber yard is being established as fast as teams are able to haul the lumber from the mill some few miles away. Lumber is also on the ground for a store building, which will be erected close to the new depot by Harry Harris. This is the first of several buildings that are to be built immediately.

The contracting for the grading of the streets of North Plains has been let and the work will be hurried along. Work has begun on the big water system that will supply the town and some of the acreage tracts nearby with water.

When the plans for the town are carried out Tualatin valley will have a model town and Portland will be enriched by the addition of this exceptionally rich suburb.

In 1900 Belgium adopted what is called an insurance annuity and nationally sustained pension act. Under it annuities are granted according to age and amount of premium paid. Pensions are paid to all over 65 years under certain prescribed conditions of want and disability.

Don't Wait

—No Alarm Clock Is Going to Ring When the Time Strikes the Hour of Your Opportunity

Every day we hear people tell of the prices property was selling for in Portland several years ago, and what a mistake they made in not investing at that time.

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