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FAMOUS TUNNELS

The Simplon Is the Greatest and Costliest of Them All.

LONGEST HOLE EVER BORED.

This Road Through the Alps Is More Than Twelve Miles in Length and Its Cost Exceeded Fifteen Millions—Our Own Hoosac Tunnel.

The costliest as well as the biggest railroad tunnel in the world is the long hole burrowed below the Alps between Brigue, Switzerland, and Iselle, Italy. This tremendous tunnel, the Simplon, is 12 miles 537 yards in length and cost more than \$15,000,000. Several millions more will be spent in completing the second chamber. Work was begun on it in 1858, and traffic began to move through in 1906.

The Simplon is about three miles longer than the St. Gothard and the Loetschberg tunnels and more than four miles longer than the Mont Cenis, the three next longest of the world's railway tunnels.

The Mont Cenis was the first of these big bores. It was completed in 1871 and at once diverted passenger and freight transportation away from Switzerland, as it furnished a direct route to Italy from southeastern France.

The Swiss determined to win back their lost traffic, and in 1871 work was started on the St. Gothard, which was not finished until eleven years later. The St. Gothard is about nine and one-third miles in length and cost \$11,500,000.

In its toll of lives it was the costliest of all. Faulty ventilation, the terrific heat and the lack of care in keeping down the dust caused the deaths of 800 laborers. This tunnel is wholly in Swiss territory, and eight years ago it was bought from the owners by the government.

The Simplon, located about halfway between the Mont Cenis and the St. Gothard, is a double tunnel, although only one chamber has been wholly excavated. The other will be enlarged and put into service when the first becomes overtaxed. Better arrangements for ventilation kept the death roll down to sixty, twenty-five cubic feet of fresh air being supplied to the laborers for every one blown into the St. Gothard.

The difficulties conquered were tremendous. The Simplon is not only the longest, but the lowest of the Alpine tunnels, and the rock temperature sometimes reached 133 degrees.

When the workmen from the Swiss side reached the center of the great bore they were halted by an enormous spring of hot water. Then the Italians were stopped, and for some time it looked as though the whole work might have to be abandoned. But the engineers refused to be daunted, although six months were required to dig out the last 300 yards of the tunnel.

So slight were the errors made in the digging that the headings from either side met with deviations of but eight inches internally and three and one-half inches vertically. The total length of the tunnel was thirty-six inches less than had been calculated. Trains are pulled through the tunnel in eighteen minutes, at the rate of forty-two miles an hour, by powerful electric locomotives.

The Loetschberg is the latest of the big Swiss tunnels. This is about the same length as the St. Gothard and is also wholly in Swiss territory, being located to the north of the Simplon. It is a part of the Bernese Alps railway, which has thirty-four tunnels in its forty-eight miles between Thun and Brigue.

The Simplon will apparently remain the biggest of railway tunnels until a submarine one is driven under the English channel or perhaps under Bering sea. At present the longest projected mountain tunnel in Europe is a French undertaking, which is planned to pass directly under Mont Blanc, the highest mountain in Europe, and to form another highway between France and Italy. But this tunnel will be only a little over eleven miles long, so that it will be merely second in rank if it is carried out.

The Hoosac tunnel, in western Massachusetts, was the first really big tunnel in the United States. Begun in 1855, it was not finished until 1876. Air drills and nitroglycerin were used in this work for the first time on a big scale in any American engineering work. The Hoosac tunnel is four and three-quarters miles in length.—Boston Post.

Geologist's Thermometer.

Quartz is the geologist's thermometer, for it is formed between narrow ranges of temperature. If the materials from which nature makes it are subjected to more than so much heat they take on an entirely different character from quartz. The same is true if they are subjected to less than a certain amount of heat.

None Worth While.

"There is one thing I am rather worried about in this suburban club business."

"What is that, my dear?"
"Do you know if they serve cakes with these golf tees?"—Baltimore American.

An Improvement.
"He left his home all for her."
"Why so?"
"Well, you see, hers was the better home."—Penn State Froth.

To double your troubles and lessen your friends talk about them.—Youth's Companion.

What Women Like to Know

Chic Dress For Misses.

Misses' afternoon dress of embroidered georgette crape made over silk in gold, open or rose, bodice embroidered in two toned coloring, white georgette



AFTERNOON DRESS.

crappe collar, tie sash in back, shirred skirt with embroidered tunic. Design by Franklin Simon & Co., New York City.

Keeping Feet Healthy During Hot Weather

There are two things which make for foot comfort—cleanliness and perfectly fitting footwear. Give your feet a hot bath at night, using a stiff brush and good strong soap—the yellow kitchen soap is excellent, says Farm and Fireside. This will remove the scarfskin, and the alkali in the soap will cleanse the pores. If there are any callouses left after scrubbing remove them with the blunt side of a pair of scissors or a piece of pumice stone.

Pare very carefully any corns—that is, if the roots are too far under to be worked out with the fingers—and massage out the little kernels from which the corns grow. Rinse the feet well, and then apply olive oil and alcohol (equal parts), finishing up with a little antiseptic powder. Cocoa butter is also very soothing when rubbed into the feet and ankles. It should be carefully wiped off and a little toilet powder applied before putting on the stockings and shoes.

Clean the nails with as much care as you give those of your hands. Keep them cut squarely across in a line with the ends of the toes, and where there is a tendency to ingrowing cut a V shaped notch in the center of the top of the nail, and after removing all the scarfskin pack a little absorbent cotton under each corner. Change this each day, and the nail will very soon grow straight.

How to Can Tomatoes.

Select firm, well formed tomatoes. Scald a minute and a half or until skins loosen. Dip quickly into and out of cold water. Peel and remove stems and cores. Pack directly into cans or hot jars. Press down with a table-spoon (add no water). Add a level teaspoonful of salt per quart. Put the rubber rings and caps of jars into position, but do not tighten fully. Seal tin cans completely. Place the packed containers on a false bottom in a vessel of water sufficiently deep to cover them by an inch and allow to remain at a boiling temperature for twenty-two minutes when using hot water bath canners.

TOO MANY LAWS

A writer in a Portland paper has to say of our many laws:

"What has become of the old adage that, 'That government governs best which governs least' Is there to be no end of creating petty officials and commissions, all of course, to have a salary or per centage of some kind? No end to the restrictions on individual liberty of action and initiative? And every restriction calls for a new horde of petty officials. One cannot hunt on one's own land without a license, cannot fish without a license and for different kinds of fish must have a different license. Of course, these call for many officials to collect these licenses.

"If you want to keep cows you must milk in a certain kind of a pail, see that your barn points straight to the north star; have a petty official come and tell you just where each cow shall stand, what you shall wear while you are milking, where the manure shall be put, etc. And it is seriously proposed that even though a man may have a herd of 20 cows on a 20-acre farm that he shall be compelled to raise all his calves; cannot sell butter unless you have some highbrow come along and jigger your cows with some kind of stuff. This county must have a deputy appointed to assist the head office with a little extra pay of \$5 a day. We are notified by an advertisement in the Oregonian that if you want to keep a dog after September 1 you must get a license or be subject to annoyance and arrest. Of course there must be another official somewhere to get a rake-off from this license. Farmers are now to be told what they must grow, what we must eat, etc. I might go on enumerating ad infinitum the restrictions on individuality, all tending to choke individual initiative. And every restriction calling for a new horde of officials, but we hope this will suffice.

"The above is written as it is to call attention to what the writer believes is a wrong drift in our public affairs. The writer believes that this Nation has become great because of individual liberty of action and initiative enjoyed by the citizens thereof."

JUST A FUNNIN'

Secretary McAdoo in a statement of August 31, 1917 denies that the Treasury Department had solicited any free advertisement of the newspapers to boost the sale of the first Liberty Loan Bonds. This statement is indeed timely. There was a general impression among newspaper publishers that the little circulars sent out to newspapers with the following legend: "For immediate release. Please publish as your Patriotic Duty," was a polite solicitation for free publicity. Now that the matter is settled and the Department was just a funnin' there will be a better feeling and the publishers will understand how to take McAdoo's little jokes.

Wonder if any of the newspapers running an ad for Grant Lands Locating Co. have been able to 'locate' any coin? Don't all speak at once.

If parents were compelled to pay for all the petty and malicious mischief committed by their children, they would suddenly take a very lively interest in the whereabouts of Johnnie and Jimmie and Fannie and Sue.

FOOT BRIDGE CONDEMNED

On Friday of last week the foot bridge across the Luckiamute was inspected by Titus and Sammons, and declared unsafe. The planking on each end was removed so to stop travel. The council met Monday night and discussed the rebuilding. The only obstacle was that they found the treasury in the same condition as "Old Mother Hubbard found her cupboard when she went to get her poor doggie a bone."

The closing of this bridge is a serious inconvenience to the public. It is the principal thoroughfare between the depot and North Main street. That, "the longest way 'round is the shortest way home" is a popular saying when out with your best girl, but when you are exceeding the speed limit to catch a train and find about 12 feet of the bridge is gone and must go a block out of the way it is liable to cause you to forget your Sunday school lesson.

NOTICE TO THE PUBLIC

Having taken over the law business of Walter L. Tooze, Jr., we, the undersigned, have formed a partnership for the practice of law. We will occupy rooms, 8 and 9, National Bank Building, formerly occupied by Walter L. Tooze, Jr.

We therefore kindly ask that those of you who desire the services of a lawyer favor us with a share of your patronage.

We are the Polk County agents for the State School Fund and the Rural Credits Fund.

Sincerely yours,
Ed. F. Coad.
Chas. Gregory.

Christ's Sermon on the Mount, where-in he blessed the peacemakers would be considered as treasonable today.

The Beaverton Times quit publishing some time ago and the North Plains Optimist has left the newspaper field this week after struggling along for over five years. Beaverton and North Plains are without newspapers now and both towns have good solid appearance and inviting surroundings.—Banks Herald.

Those towns are dead. The newspaper is to the town what life is to the body. When life is extinct, disintegration begins. The body after death may have a natural appearance, but there are forces at work which cannot be combated. Disintegration is sure and complete.—Sheridan Sun.

The Oregon Agricultural College

Where trained specialists with modern laboratories and adequate equipment give instruction leading to collegiate degrees in the following schools:

AGRICULTURE, with 15 departments;
COMMERCE, with 4 departments;
ENGINEERING, with 6 departments, including Civil, Electrical, Highway, Industrial Arts, Irrigation, and Mechanical Engineering;
FORESTRY, including Logging Engineering;
HOME ECONOMICS, with 4 major departments, including training in the Practice House;
MINING, with three departments, including Chemical Engineering;
PHARMACY.

THE SCHOOL OF MUSIC, offers instruction in the principal departments of vocal and instrumental music.

THE MILITARY DEPARTMENT, enrolled 1085 cadets in 1916-17, and won recommendation for O. A. C. from the Western Department of the U. S. War Department as one of the fifteen "distinguished institutions" of higher learning. All cadets will be furnished complete uniforms by the U. S. Government and the junior and senior cadets, enrolled in the R. O. T. C., will be given commutation for subsistence, as well as all transportation and subsistence at the six weeks' Summer camp. REGISTRATION BEGINS OCTOBER 8, 1917. Information on request. Address, Registrar, Oregon Agricultural College, Corvallis, Oregon.

SHOE SALE

ALL OUR LOW SHOES ARE NOW MATERIALLY CUT IN PRICE.

These shoes were bought before the extreme advances in leather and at our Sale Prices are far under present wholesale cost.

THE SHOES ARE PLACED OUT ON TABLE AND ARE PLAINLY MARKED.

COME IN AND LOOK THEM OVER

SELIG'S, Cash Price Store,
"Meeting and Beating Competition".

The way to have a Bank Account is to start one.

There must be a Beginning sometime. Delays are only a waste of time. One Dollar will start. Every additional dollar will help. This bank invites you.

We pay interest on time deposits.

BANK OF FALLS CITY.

East Via California

Most enjoyable route. Beautiful mountain scenery. Liberal stopovers. See San Francisco, Los Angeles, Apache Trail, El Paso, New Orleans. Something new and delightful every hour.

Three daily trains from Portland connecting at San Francisco for the South and East, First and second class sleeping cars. Unexcelled Dining Car Service.

The Safety Route.

Ask your local agent for tickets and booklets descriptive of this wonderful trip.

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