GANGS HURRY HOLE IN CORNELIUS GAP

Work Goes on Night and Day in Tunnel of United Railways.

LENGTH TO BE 4100 FEET

Nearly One-Fourth of Distance Has Been Dug and Progress Through Solid Rock Is at Rate of About 15 Feet Daily on Both Ends.

At Cornelius Gap, on the line of the United Railways, two gangs are working night and day at both ends of the 400-foot tunnel that will shorten the distance and cut the grades of the road that will connect Portland with the virgin country of the Pacific Coast in the Tillamook region.

Cornelius Gap is the lowest point in the range of hills that separates the valley of the Columbia River from the wonderfully rich country of the interior. It is about 12 miles north of Portland and here the United Railways is cutting through so as to get a better route into the Tualatin Plains.

At the west end of the tunnel is a gang of 175 men under William Mayer. These work in two shifts, so that every minute of the 24 hours the sharp points of the air drills are cutting into the solid rock that lies between them and similar drills cutting through to meet them from the east. F. M. McKay, who was the bookkeeper, has taken hold of the outside work in the absence of the regular man and helps superintend.

Electric Plant Complete.

At the west end of the tunnel also is the electric plant that furnishes the power necessary to work the machinery and keep the tunnel free from dust and impure air. A pipeline takes the air over the hills to the east end and a temporary transmission line carries the electricity alongside. Here also is the blacksmith shop, where four men work by day and two by night, where the bellows are blown by compressed air, and the same agency sharpens the drills, each of which loses its keen cutting edge after 30 minutes' work in the hard rock into which it is driven by the rapid blows of the air drill.

This plant has about 600 horsepower. There are six transformers that take the electricity as it comes over the wires from the Portland Railway, Light & Power Co. and change the current from alternating to direct. There is a big motor of 1200 horsepower that furnishes the power to propel the little trolleys that carry out the broken rock from the tunnel and to run the drills; there are two smaller motors of 480 horsepower each that drive the 75-horsepower fan and pump the air into the reservior and also pump the water; there are other electrical devices in this temporary plant that are better than many plants supposed to be permanent can boast.

Machinery Apparently Permanent.

Porter Brothers, the railroad builders, have the contract to drive this tunnel, as well as do other of Jim Hill's railroad work in Eastern Oregon. Each piece of electrical mechanism in the plant is firmly set on a concrete bed, so that it looks like a permanent affair. Yet, when it has served its purpose, it will be ruthlessly taken down, to be set up again on the next job it has to do.

At the west portal of the tunnel, and for a distance of more than 200 feet, the dimensions of this immense hole in the ground are 16x24 feet. Then it widens to 18x24 feet. In the first part the roof has eight segments and in the second five. At this end the tunnel is completed for 635 feet and from there a "head" penetrates 170 feet further into the earth.

Like most tunnels of this kind the work is begun on the "head." The air drills poke into the rock and a space high enough for men to work standing is taken out. This is at the roof of the tunnel. Then picks wielded by workmen and a steam shovel run by electricity dig out the rock below the head and it is loaded on little tram cars and taken out by miniature electric locomotives. A steam shovel works only at the west end of this tunnel, for at the other there is not room enough. Consequently the work goes on much faster at the west end.

Rapid Progress Made on Work.

From portal to portal the distance is to be 4103 feet. On an average nine feet is the amount dug each day on the west end and six feet on the other. During August the work will amount to about 400 feet, 280 feet on the west end and 120 on the other. The average speed of the work at the west end has been estimated at 300 feet a month.

The work at the east end of the tunnel has been sublet by Porter Brothers to Nordgren & Co., who have 30 men employed. Despite the fact that there is no steam shovel there to load the cars, about six feet is dug each day. Another thing that makes the work slower here is the fact that the drills can loosen the rock faster than it can be taken out.

After the heavy timbers of the roof have been put in place, the space between them and the rock is filled in with smaller sticks of wood, so that there will be no danger of rock falling and going through the roof. An immense amount of timber is required in the construction of the tunnel.

When this work is completed trains will be run through it on almost a level grade, in fact, the line of the United Railways has an astonishingly low percentage of grade, considering the character of the country through which it reaches Portland. Getting from the center of the town, where the United trains start, out of the city, only a 1.6 per cent grade is encountered. The Southern Pacific, going out over the old way on the West Side, must climb a 4 per cent grade, and that of the Oregon Electric is about 3 per cent.

VALUES GO SAILING UP

Increase in North Albina in Three Years Is Wonderful.

In North Albina the most conspicuous buildings now under construction are those owned by Sinnott & Sinnott and Rev. Mr. Carle and the new fire engine house on Maryland and Patton avenues, which is practically completed.

The concrete work on the Sinnott building, which is to be three stories, 150x100 feet, has been completed, and it remains to remove the wooden "forms" and finish the structure. It will cost $60,000, and will be the best building yet erected in North Albina. The lower floors will be for business purposes and the upper two for apartments and offices.

Rev. G. C. Carl is building a two-story, 50x100 concrete block on Killingsworth avenue at a cost of $20,000. The concrete work is being finished.

The new fire engine-house, which is a modern brick building, costing about $15,000, is considered one of the best the city has put up on the East Side. It is the second brick engine-house the city has built in this district. The engine stationed there will cover a wide territory in North Albina.

The Portland Railway, Light & Power Company has completed an addition to its brick carbarn, 100x200 feet, which makes this carbarn more than 500 feet long.

J. H. Nolta, the original booster for North Albina, said:

"We have made more than $1,500,000 improvements in North Albina within the past three years. This includes the Jefferson High School but we have just started. Jeager Bros. and William Reidt will erect modern buildings this Fall. The former will build on their Killingsworth-avenue property and Mr. Reidt will build a laundry on his quarter block on Albina near Killingsworth avenue. These are some of the new buildings which are projected this Fall.

"I think that there is no doubt but that the Knights of Pythias will build on the site they have secured, and they will have one of the strongest lodges in the city.

"We need sewers north of Killingsworth avenue, where a hard-surface district has been formed covering many miles of new streets. All this cannot be improved until we get sewers."

The value of property on Killingsworth avenue has doubled several times within the past four years. Lots range from $3000 to $10,000, and on the avenue it is not easy to get hold of a lot at present even at these high figures.

The advent of the Jefferson High School had something to do with this advance in values, but the great carbarns of the Portland Railway, Light & Power Company helped most to bring about this appreciation. Before the company started these carbarns in North Albina lots were selling at $300 and less, and the territory was covered with brush.

TAXES WILL BE HIGHER

IMPROVEMENTS IN CITY MAKE BIGGER LEVY NECESSARY.

Much New Fire Apparatus Needed in Suburbs and Another Fireboat Must Be Built.

Every indication points to higher taxation for 1911 than for the present year, so far as the city is concerned, owing to the many improvements which must be made to keep pace with the rapid growth of business and the progress in all directions. This is particularly true of the Fire Department.

In addition to the construction of a steel fireboat, it looks as though the city will have to expend a large amount to secure modern equipment, such as automobile-driven apparatus, urgently needed fire stations in different sections of the city and more men. From all directions there come to the fire committee of the Executive Board strong demands for better protection in the suburbs, which are rapidly developing, and which it is recognized are entitled to consideration.

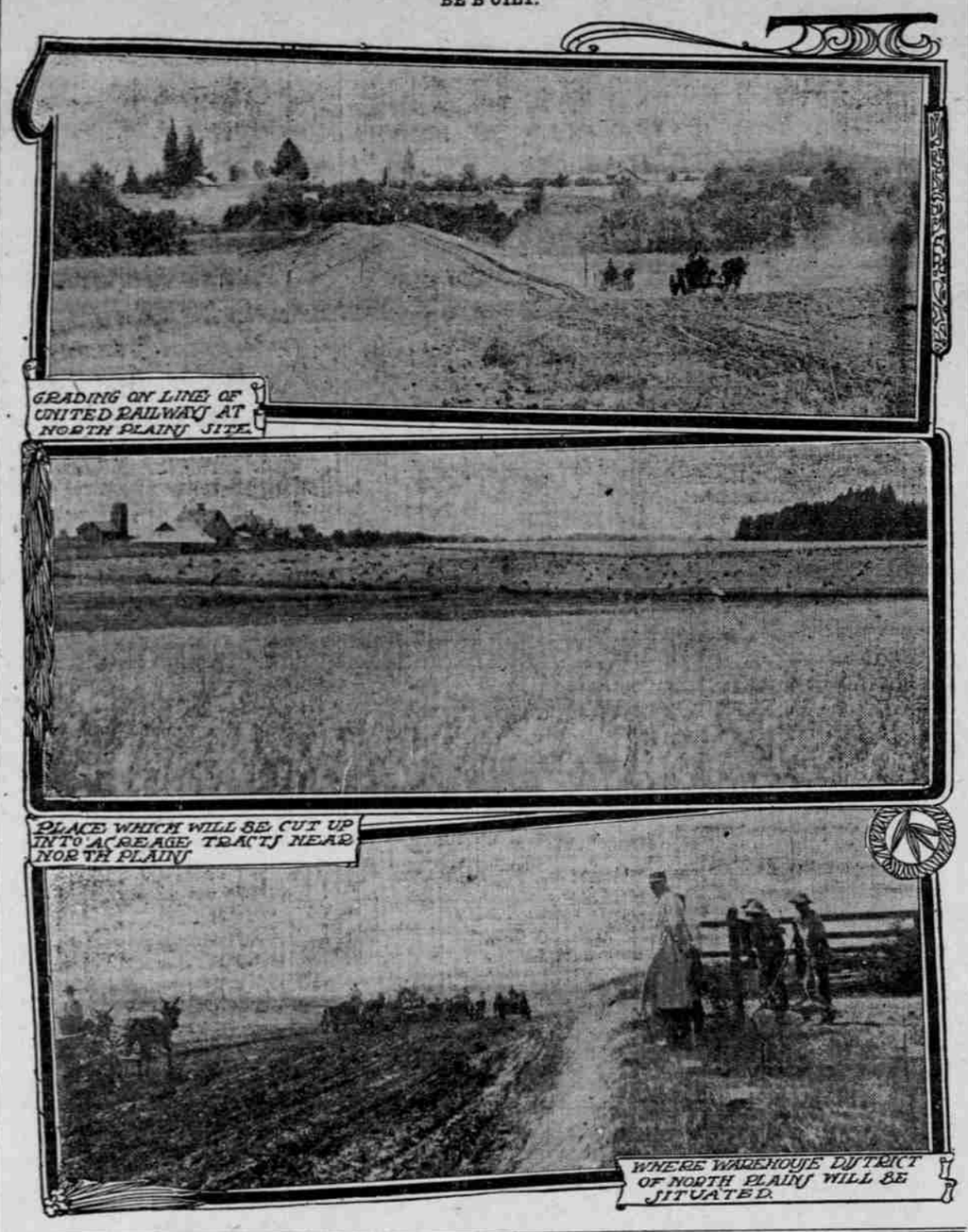
Having secured an order from the Executive Board for an advertisement calling for the services of a marine architect to draft plans for the proposed steel fireboat, the committee has done all it can do in this direction until such architect has been employed. It is the intention of the administration to have this craft completed at the earliest possible date, so that the great interests along the river may have proper protection from fire. At best, however, it is said that it will require about two years to have the boat in commission. There is a bond issue of $275,000 for this purpose, and for the installation of a system of rainforcing mains for the waterfront district.

A call has come from Rose City Park for a fire station there, and is now being considered by the Executive Board. Rose City Park is like other suburban districts, which are building up rapidly and have no fire protection whatever at this time.

New stations are needed in Irvington, near the hospitals and in other remote sections. More hydrants are needed all over the city, as well as extensions to the water system to give increased pressure and more abundant supply for fighting fires.

As to automobile apparatus, it is replacing the old-style horse equipment everywhere, and it is regarded as certain that it will have to be installed here. Two hose and chemical carts have already been purchased, but this is but a very small beginning.

SCENES FROM THAT PART OF TUALATIN PLAINS IN WHICH NEW TOWN OF NORTH PLAINS WILL BE BUILT.



TUALATIN PLAINS TO HAVE NEW TOWN

United Railways to Build City Called North Plains 18 Miles From Portland.

MANY INDUSTRIES PLANNED

One Hundred Acres of Piece 538 Acres in Size Set Apart for Townsite and Rest Will Be Cut Up Into Acreage Tracts.

Over the hills to the west of the city, in the fertle Tualatin Plains, the people have raised huge crops and grown rich off the land for 70 years without any railroad. Now they are to have not only a railroad but a new town as well.

At what is called the most logical point in all Washington County for a settlement, the town of North Plains is to spring up, backed indirectly by Jim Hill's millions and brought into being directly through the power of the Ruth Trust Company. Part of the general plan to increase the population along the line of the United Railways is North Plains.

Two years ago, after a careful study of the country, this spot was picked for a town. The farms, owned by O. G. Barlow and T. S. Cornelius, containing 538 acres, were bought. Originally this land was embraced in the donation land claim of Charles McKay, the leader of the Red River immigration, who settled there in 1841. For 60 years, along with the rest of the wonderful Tualatin Plains, it has been tilled, yielding its riches to the farmers and awaiting its day. Now its day is at hand.

Such is the wealth of the soil hereabout that two years ago, before there was any hint of a railroad going through, the land was held at more than $100 an acre, and this was the price the Ruth Trust Company paid.

Town 18 Miles From Portland.

North Plains will be about 18 miles from Portland, on the United Railways, eight miles from Burlington and seven miles from Banks. It will be the next temporary terminal of the line that is being pushed through to Banks, on its way down the coast to Tillamook. It will lie about six miles north of Hillsboro. Its distance from other towns is one of the determining factors that caused this site, near the settlement called Glencoe, to be chosen.

In all of the 15 miles of the Tualatin Plains that the United Railways will traverse on its way from Burlington, the present terminal, to the Pacific Coast, there is not a town or settlement. And this district is one of the best parts of Washington County.

Here at Glencoe, the little settlement which lies at the bottom of the elevation on which North Plains will stand, is an old unused mill, a blacksmith shop, hotel, feed stable and two or three houses. The ideal location for a town was passed by and the buildings of Glencoe were placed on low ground to surround the mill. These will be vacated entirely. Mays Bros., who own the store, will move as soon as possible to a fine new store in North Plains.

Many Roads Pass Through Site.

Through the new town all the roads in that part of Washington County pass. There is the road from Portland, from Hillsboro, from Mountaindale, three miles to the northwest, from the Shadybrook district, three miles to the north, and from Helvetia, a Swiss settlement, three miles to the east.

All the topographic features that nature could lay out to aid in building a city are here. The townsite is at the top of an elevation which slopes away in all directions. This elevation is the highest land in all that part of the plains. The railroad will run through in a cut, across which overhead crossings will be made.

Provision has been made for about 100 acres of the 538 in this piece to be set apart for business and residence lots. The rest of the land will be cut up into acreage tracts of from one to five acres, growing larger farther away from North Plains. Adjoining this larger tract is a farm of 235 acres, known as the Paine farm, which will also be cut up and sold in five-acre tracts.

The idea is to make North Plains an ideal suburban residence town. Of course in a new settlement there will be many opportunities for business, but most of all the wonderful soil is counted on to attract residents. The land will be sold cheaply and every inducement will be offered to prospective settlers. The land will grow anything—that has been proved. On some of the slopes are excellent locations for fruit trees, and on the level ground is good garden soil.

Industries Waiting to Begin.

In the town itself several industries are already waiting for a chance to begin work. A creamery will begin operations as soon as the streets are graded so that business can begin. Mays Bros.' store will be the first to be established there, but other men have asked the privilege of doing business in North Plains. A flax mill is a certainty, for experiments with the soil of the Tualatin plains have shown that it will produce a fibre equal to the best grown in Ireland.

Steps have already been taken to form a bank at North Plains as soon as possible, in which wealthy landowners of that district are interested. It must be remembered that this region is full of wealthy farmers, whose bank accounts in Portland are of respectable dimensions and some of whom are even stockholders in Portland banks. Applications for permission to start other lines of business have been received, and the Ruth Trust Company will do all in its power to aid such industries as desire to locate there.

The United Railways has reserved a strip 2400 feet long and 300 feet wide for depot grounds and a warehouse and factory district. John F. Stevens picked this out, and also settled on the place where he wants the depot to be. The right of way through the town is 100 feet wide, and a passing track will be laid about 4000 feet long at this point. The work on the townsite was done by F. J. Walsh, the Ruth Trust Company's engineer.

There will be two main streets here, each 80 feet wide. All the others will be 60 feet in width. These thoroughfares will have Indian names, in memory of the earlier inhabitants of the region, who first directed the white men to the richness of the Tualatin Plains. It was the Willamette Indians on Sauvies Island, under Chief Multnomah, who first told Lewis and Clark that there was good country over beyond Cornelius Gap.

Last of Stakes Being Driven.

To pay for the immediate necessities in getting North Plains under way an appropriation of $18,000 has been made, which is available now. The last of the stakes are being driven by the surveyors on the townsite and in the acreage tracts and grading will begin very soon. Wells are to be sunk for a water supply and a reservoir will be built at the highest point of the town for a gravity water system. Electric lights will be a possibility as soon as the road is in operation, as will power for the mills and factories.

Around the reservoir site, which is in the center of the town, two blocks from the depot, a park will be made. Shade trees will be planted at once, for it is the desire of the founders to make North Plains a beautiful town.

It is promised that the United Railways will have cars running to North Plains by September 25, so that the realization of the city that is now more or less of a dream will soon be brought about, for transportation in all the North Tualatin Plains require to make them the garden spot of Oregon.

FIGHT PICTURES FOUGHT

W. F. Craft Here to Arouse Sentiment Against Exhibits.

Following his campaign against the Johnson-Jeffries fight in California, Wilbur F. Crafts, superintendent of the International Reform Bureau at Washington, arrived in Portland Friday afternoon to begin fighting the reproduction of the prizefight pictures. He now has a bill before Congress to prohibit the transportation of prizefight pictures from one state to another.

Mr. Crafts said last night: "At the present time we have three bills before Congress: The Burkett-Sims anti-gambling bill; the bill in regard to the transportation of prizefight pictures, and the Miller-Curtiss bill, to prevent the bringing of original packages of liquor into dry territory from other states.

"One of the more important campaigns which the bureau is now pursuing is prohibiting the sale of opium except for medical purposes. This is a question which particularly interests this Coast. We are expecting daily an announcement of the time when the conference is to take place at The Hague, which was called by President Taft, and at which all the great nations of the world will be represented.

"Another movement is the prohibiting of Sunday banking in postoffices and to prevent District Attorneys from engaging in private practicing.

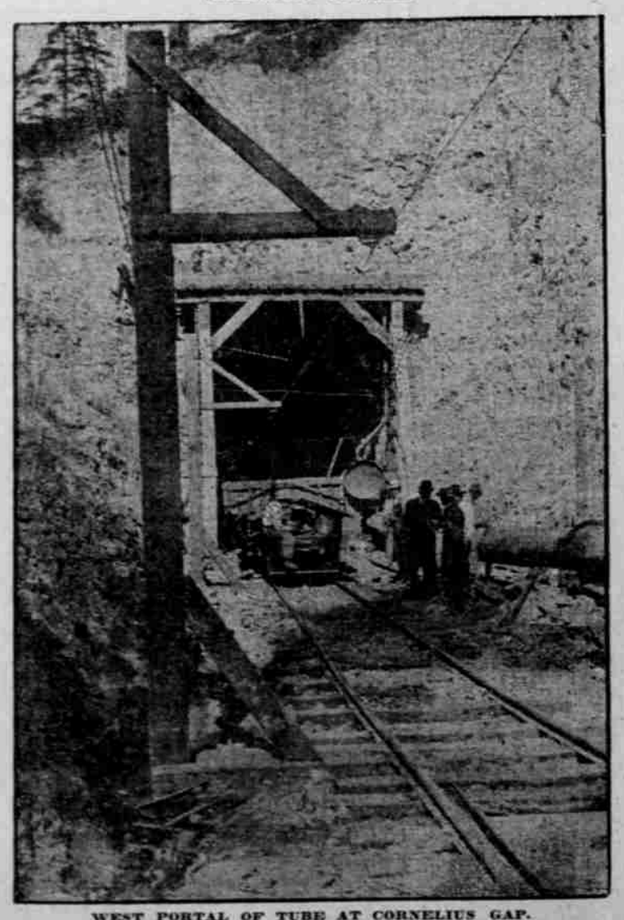
"Our local specialty is to broaden the movement against prizefight pictures into a censorship on all shows.

"We had another fight on this Coast when race gambling was outlawed in California and a racetrack was opened just across the line in Mexico. We appealed to the Mexican government and had the concession withdrawn."

Mr. Crafts will go from here to Tacoma and Seattle.

An address entitled "That Boy of Yours," will be delivered at the Y. M. C. A. here next Saturday by Mr. Crafts.

TROLLEY BRINGING ROCK FROM EXCAVATION FOR UNITED RAILWAYS TUNNEL.



WEST PORTAL OF TUBE AT CORNELIUS GAP.

FARMS SELL EASILY

Wealth of Oregon's Soil Attracts Many From East.

HOOD RIVER SALES MANY

Much $1000-an-Acre Land Changes Hands, as Does Some of Same Kind at Medford—Farm Land in Interior Also in Demand.

Out around the state property has been moving with more than usual activity this Summer. Those districts where the soil is adapted to fruit report a continued boom-time movement in orchards and orchard land. Wheat land also seems to be in demand more than usual. Apparently no cessation in the desire of Eastern people to get a share of the wealth that the soil of Oregon brings is in sight.

Several sales have been made recently in Hood River's $1000-an-acre land. M. B. Gilles, an Iowa man, has bought through G. Y. Edwards & Co. the Ida McFarland place, consisting of seven and one-half acres, for $7500. Mr. Gilles will leave Iowa in November and will make his home at Hood River on his purchase.

W. T. Sleddon, of Portland, paid a little better than $1000 an acre for a five-acre tract a mile south of Hood River which was owned by G. D. Howell. The Edwards Company made this sale for $5250. Mr. Sledodn expects to build on this tract.

Robert W. Brown, of New York City, paid $10,000 for Plainview ranch, which was owned by Joseph L. Groff. This place contains 40 acres and is situated at Valley Crest. Wyeth & Allen made the sale. Everett Brown, a son of the owner, will manage the place.

A Riverside, Cal., man, Charles D. Fish, bought the Smith Brother's ranch in Odell, which has 20 acres set out to young trees with a part of it in old trees. This brought $12,000.

Medford also has some $1000-an-acre land, and a recent sale of this sort was made when W. E. Wells, of Minneapolis, paid $20,000 for the 20 acres in lots 5 and 6 of Perry's subdivision on the Jacksonville road. Sixteen acres of this land are set out to Bartlett pears and Spitzenberg and Newtown apples. Mr. Wells will build a good home and otherwise improve the place. The sale was made through Arthur & Alexander. The booklet published by the Medford Commercial Club, Mr. Wells said, is what attracted him to Medford.

Ten acres of fruit land near Newberg, owned by Dr. H. D. Bowers, has been bought by Charles W. Stubbs, of Portland, for $4000. Mr. Stubbs' son, Sheldon, will manage the tract and will move there with his family.

David Lewis, of Portland, has bought 160 acres in Gilliam County, a quarter of a mile from the John Day River, from W. G. Hoffman. One hundred and thirty acres of this is in wheat, and Mr. Lewis thinks he has got some fine land. He will not give out the exact price he paid for it, but says that it was over $3000.

Over in the interior of the state land moves steadily, and the approach of the railroads has caused an access of activity. One mile west of Redmond the 40 acres owned by T. M. Manderschied brought $5000. The purchaser was W. H. Gillett, of Echo. The price included the crop on the place, which is said to be approximately 30 acres of hay. The new owner will introduce dairying in that vicinity.

David Lewis reports another sale of fruit land near Orchards, Wash. This is 16 acres which Edward Jacobs transfers to J. Zerkowski for $5600. The land is all under cultivation, says Mr. Lewis, and is adapted to all kinds of fruit. Apples, pears and prunes are already set out there, he says, and are of bearing age.

One of the best ranches in the Condon country was sold last week for $30 an acre. This is known as the Joe Ward ranch, and contains 1920 acres. It was owned by the Grant Wade estate and was bought by R. J. Ginn for $57,600, part of the payment being in property at Goldendale, Wash. The ranch lies 20 miles northeast of Condon and eight miles southeast of Olex. There are 100 acres of pasture land, and all the rest is tillable. This season 1000 acres of grain was sown, which is now being harvested. The sale was made through the Graves, Weinke & Thomas agency.

In Jackson County 39 acres of the Prall ranch, a mile and a half south of Central Point on the Medford road, were sold last week to M. F. Hanley. The price is understood to be near $200 an acre.

EUGENE VERY PROSPEROUS

Fruit and Grain Crops Unusually Good, Says Banker.

"Eugene and that part of the Willamette Valley contiguous to the Cherry City are enjoying the most prosperous year in their history," said J. Van Wilson, of the Eugene First National Bank, yesterday. "The fruit and grain crops have been unusually good, and the farmers are receiving high prices for their stuff. Our business has grown in proportion to the increasing prosperity of the district. All lines seem to be unusually active for this time of the year.

"What is true of the Eugene country seems to apply to the entire Willamette Valley. With crop conditions favorable and home-seekers and outside money coming into the state, we have reason to believe that Oregon will have its banner season this year."

Mr. Wilson has recently made a trip through the Central and Eastern part of the state, and found many land and irrigation projects being opened up. He says that with the building of the railroads through the state, opportunities in many lines of endeavor will present themselves to Oregonians, as well as to Eastern home-seekers and investors.

Mr. Wilson, accompanied by his wife, returned to Eugene last night.

ACTION IS RECONSIDERED

Property Owners to Be Heard About Widening of Washington.

The City Council yesterday morning reconsidered its action of last Wednesday in directing the City Engineer to survey Washington street and to submit a plan for widening that thoroughfare. At the request of Mayor Simon, it was referred to the committee on streets, in order to give the property-owners affected an opportunity to be heard.

It is the plan of the Council, under the resolution, to widen Washington street from 60 to 80 feet, from the Willamette River to Ford street, an undertaking that would involve the expenditure of a great amount of money.

There are about 200 births annually on ships trading to or from British ports.

PLUMBING SUPPLIES

Bathtubs, Toilets, Sinks, Lavatories, Soil Pipe, Brass Goods and All Kinds of Fittings

J. SIMON & BRO.

Wholesale Dealers and Jobbers in Plumbing Supplies

244-246 Front Street Portland, Oregon