

TO DEBATE ON SITE

Port of Portland Commission Will Meet Today.

MEMBERS NOT YET DECIDED

President Banfield Contends Mock's Bottom Site is Not Too High in Price, and Exchanges Comments With Ellis G. Hughes.

The Port of Portland Commission will meet this afternoon to consider drydock site. The commission is very much "up a tree" on the question where to put the drydock. Captain Pope, Captain Gray, Captain Jones and others are invited to confer with the board today. It is not likely that the Commissioners will be reached from their uncomfortable position by the opinions of the pilots, for the pilots themselves are as pleased in their views as is the general public.

"If we had all the pilots before us telling us what we should do," remarked a Commissioner yesterday, "within ten minutes they'd be calling each other fools or liars. I mean in a figurative sense," wrote the speaker apologetically. "You know I don't mean to say the pilots are liars and fools. You understand, don't you?"

The commission is equally divided as to the selection of the Mock's bottom site. That location is favored by Messrs. Banfield, Tucker and Swigert and is opposed by Messrs. McCracken and Selling. C. F. Adams is on the fence. Ellis G. Hughes is dead set against Mock's bottom, but he has diverted his personality, though not his name, from the commission and is an "indefinite quantity, anyhow," as one of his colleagues called him yesterday.

Commissioners in Doubt.

Before Captain Pease set forth objections to the proposed site, a majority of the commission favored Mock's bottom, namely: Banfield, Swigert, Tucker and Adams. Now these four men are in doubt about the fitness of the proposed location, especially Mr. Adams. The three other gentlemen lean favorably to that site, but they say that their minds are still open to conviction.

The commission is confronted by two problems. The first relates to the accessibility of the dock and the position of the dock in the river currents; the second relates to physical conditions of the site itself—whether the site can be dredged out to receive the dock and whether the basin thus formed can be permanently maintained.

An Exchange of Comments.

Mr. Banfield and Mr. Hughes have not forgotten how to bandy left-handed compliments. The other day Mr. Hughes, after having made a fling at what he terms wanton extravagance of the commission, alluded to Mr. Banfield as "only a small part of the tail of the dog." "When cliche is the game," said Mr. Banfield yesterday, "nobody doubts Mr. Hughes' ability to play it. As to his personal opinion about me, that is a matter of indifference to me, as I believe it is to the public. Mr. Hughes' sole appearance in his profession in the past 15 years has been to collect fees he never earned and in efforts to repudiate his just obligations by technicalities. If this makes Mr. Hughes an expert on dredge construction, he certainly ought to be well qualified."

Mr. Banfield said he was not going to let the selection of the site drag. "I'm going to act," he declared energetically, "and to press the question in an early solution. Even in choosing the wrong site there might be some extenuation for us, but in stalling and inaction there is no defense whatever. We are going to get a site right away and it will not be the wrong location, either. If this delay continues much longer you'll see a day set when the problem must be solved finally and conclusively."

Mr. Banfield's severity then relaxed into a smile. "When I'm asked about acreage?" he asked, "about 8000 an acre? I say that acreage has nothing to do with the problem. We might go out back of Mount Tabor and get acreage for less than \$100 an acre. But it's not acreage we want, but water frontage, and it's for water frontage we shall have to pay. Instead, therefore, of saying a certain site is offered for \$1000 an acre, say rather it is offered for \$5 a front foot."

Site Mr. Hughes Wanted.

As to the Mock's bottom location, Mr. Banfield remarked that he had already said the price was high. "But the honesty and sincerity in Mr. Hughes' remarks," he went on, "may be judged from the fact that they only offer received from the Brazee tract was \$30 per front foot, a price which Mr. Hughes advised. Right admitting that tract is land which was offered for sale, not for drydock, but for other purposes, at one-third the price of the Brazee tract. These two properties are directly below Cone's mill."

"Mr. Hughes is fond of talking about acreage. If it would not offend him, I would brush up his memory about the sale of his own property below Weidner's mill. This property he allowed to go out

of his possession for nearly \$20,000 per acre, or \$170 per front foot.

"The Port of Portland is accumulating a very valuable property. This property must have a harboring place or a boneyard, where it can be protected from damage and destruction. It must be out of the reach of floods, and must be defended against fire. The location for the drydock will very probably be used for a boneyard for the other equipment. The Port of Portland now owns two dredges, two steamboats, 50 pontoons, over 3000 feet of pipe and six barges. This is a big property, isn't it, and highly valuable, too?"

Adams Has No Preference.

Mr. Adams said he had no preference in the selection of a site. "My only desire," said he, "is to get the best possible location at the best possible terms. The commission has not agreed to buy the Mock site, nor do I believe any member has done so. We have not said we would pay \$25,000 for the Mock site or that we would pay more or less than that sum for that site or for any site whatever."

The assessed valuation of any proposed site does not in my judgment necessarily regulate the actual value. If in the past few years the Assessor has not kept pace with growing values, that does not make actual values less. The market value is none the less if the assessed value is small."

Mr. Adams was now warmed up to his subject, and he continued:

"We have a hard problem before us, and I, for one, wouldn't object if others had it to solve. But the responsibility rests on us, and we shall do our duty. Many factors enter into the problem. Even after we have employed the very best engineering skill and relied on its judgment, unforeseen conditions may arise. We certainly do not wish to get into difficulties similar to those of the city reservoirs. And yet those reservoirs were built under the best engineering knowledge available."

Views of Alfred Tucker.

Alfred Tucker frankly confessed that first he thought the Mock site the best.

"And my assumption," said Mr. Tucker, "was based on the judgment of expert engineers. But since then other engineers have come forward with contrary testimony. When engineers disagree, what are we going to do?"

Mr. Tucker believed that the way to make progress was to consult the best engineers and the best pilots and then to go ahead. "I do not see," he went on, "that we are bound to call in every resident of Portland for an opinion. If we do that, we'd never get the dock. Whatever selection we make is sure to encounter criticism."

"This is public business, and I shan't make up my mind in a hurry. If it were my own business, I'd make up my mind right away and I'd stick to my opinion."

"Do you now favor the Mock site?" was asked.

Tucker would not reply directly to the question. "If the verdict of the engineers is for that site, I shall favor it," he remarked. Then he added: "However the purchase goes, it will be perfectly clear."

McCracken for Parallel Site.

Colonel McCracken said that in his judgment, the dock should be parallel with the current of the river. In order that ships might readily enter and depart from the dock, "this is the opinion of Captain Pease," said the Colonel, "and I don't know of anybody better qualified to speak on this subject than he." The Colonel said this difficulty stood formidable in the opinion of the Mock site. "There were other physical objections arising from the contour and substrata of the location. The site is surrounded by great quantities of soft mud, which would crowd into the basin dredged out for the dock. Besides, there would be enormous deposits of silt. If there is no current at that place," said Colonel McCracken, "it stands to reason that great quantities of silt would be deposited there. This would necessitate constant dredging to keep clear the entrance to the dock, and the mud pressing in upon the dock would necessitate constant dredging in the basin of the dock also."

"Price High," Says Hughes.

Ellis G. Hughes declared that he "didn't wish to run down the value of the Mock site, but \$1000 an acre for it was absurd. The owners offer the worst part of the whole tract," he insisted.

"That location wouldn't do for mills or wharfs, either. Why passing steamers would suck a wharf out of there within six months, and I don't know but what they'd suck the drydock out, too."

"Am I going to resign from the commission?" responded Mr. Hughes curiously to the question whether he was going to get off the board. "I don't belong to the board. I don't get there any more."

"But nominally you belong to the commission, though actually you do not; is this not true?"

Mr. Hughes owned that this was true. Then he added:

"Oh, yes, I'll resign—that is if the board will elect a member of the new commission to my place."

Then Mr. Hughes grinned over the assurance that the board would not take up his offer. "Yes, I resign anytime."

NOT A QUESTION OF PRICE.

Francis I. McKenna Says Good Site Most Important for Drydock.

PORTLAND, Or., March 11.—(To the Editor.)—In today's Oregonian it appears that I butted in on your reporter while in the act of interviewing Ellis G. Hughes and made remarks uncomplimentary to some members of the Port of Portland Commission, as well as to those who are endeavoring to sell a site to the Port of Portland. I have tried to avoid express-

ing an opinion on this subject for the reason that in behalf of the Hub Land Company I tender 1000 feet of water front, including 40 acres of adjoining land, for less than half of the price asked for 35 acres of "Mock's Bottom."

Now, since your reporter thoughtlessly violated my injunction against mentioning my name in connection with this subject, I desire to be placed in no uncertain light before the public on this question. If Mock's Bottom is a suitable place for the drydock, the difference of \$2500, \$10,000 or \$15,000 in the cost of the site is a small item as compared to the whole cost of preparing the pit to receive the drydock. If \$10,000 or \$15,000 can be saved in the cost of construction at the Mock site over any other site and the location would be a better one when completed, I can't see any serious objection to paying \$10,000 or \$15,000 more for the Mock site than for any other.

At the time that the Port of Portland projected the Mock site Mr. Banfield showed to me some of the material brought up by the auger which he said proved the location to be wholly unfit for a drydock site. Mr. Banfield's statement did not satisfy me, for the reason that the river channel at the proposed site is very narrow and is from 20 to 25 feet deep. If the mud and quicksand would fill up the drydock grave why does it not fill up the river channel? The answer is that the channel is narrow and the swift current washes it out. If that were true, would not Mock's Bottom have been drained of sand and mud ages ago?

The price paid by the present owners has entered into this controversy beyond justification. The railroad to St. Johns, which has increased the value of the land, has been built since that sale. Russell & Elyth, in their communication to the Oregonian, truthfully say that this 25-acre piece is the most valuable portion of the whole 369 acres purchased by them.

If the Port of Portland Commission decides that Mock's Bottom is a safe place for the drydock and that the site can be prepared at less cost to receive the drydock than any other site, then, in my humble opinion, the Port of Portland Commission should buy the Mock Bottom site, even if it is required to pay the exorbitant price of \$25,000 for 35 acres. The first and important question is site. The question of price is a trifling one when compared with the question of site.

FRANCIS I. MCKENNA.

LR. COE'S GOOD WORK.

Secures Large Appropriation for 1905 Fair From North Dakota.

Dr. Henry Waldo Coe did good work for the 1905 Fair in North Dakota. He secured the best appropriation of any of the states in the Mississippi Basin, and those in charge of the Exposition have not been slow to recognize the fact. The following item from the Bismarck Tribune will be of interest:

"It is not probable, under the pressure of other appropriations, that had the Lewis and Clark Fair sent any person not acquainted with the Dakota people that they would have been able to secure recognition at the session of the Legislature just closed here; and, in fact, it is doubtful if another man in Oregon could have been found who could have brought the Portland measure through as Dr. Coe did."

"Four times in committee and elsewhere was his measure voted down, the last time being in the general appropriation bill. This is the opinion of Captain Pease, during the last evening of the session."

"As the major portion of the \$50,000 finally appropriated by the bill for the St. Louis World's Fair and the Lewis and Clark Centennial is for the collection of a large exhibit, and the bill provides for its transfer direct from St. Louis to Portland, the latter Fair will practically have the benefit of not less than \$200,000 out of the general sum appropriated."

TO EXAMINE BARBERS.

State Board Will Hold a Week's Meeting.

The State Board of Barber Examiners will hold a week's meeting here, beginning next Monday, for the purpose of examining barbers and apprentices, as well as registering them under the new law. Many barbers throughout the state work on permits, and have never obtained certificates. These men now all be examined and a set of additional regulations regarding the trade made up by the board.

J. C. Wells, who took the place of Sam Howard, F. T. Rogers and H. G. Meyer, of Salem, constitute the board. Mr. Wells is the president of the local Barbers' Union, and was unanimously recommended by the union some weeks ago for the position. The examiners intend to draw up much more strict regulations than those formerly practiced, and no loose attention to the requirements will hereafter be tolerated. The examination will begin Monday morning at 268 Alder street.

SCHOOL OF TELEGRAPHY.

Opens Tonight at Y. M. C. A.

At 7:30 this evening a school of telegraphy will be opened at a department of the educational work of the Y. M. C. A. Both men and women will be admitted to this course. Other subjects that men may take at the association to June 6 are:

Algebra \$ 2.00
Arithmetic drawing 3.50
Latin 1.50
Bookkeeping 2.25
Carpentry 1.50
English grammar 4.00
Manual training 4.00
Penmanship 1.50
Permutation 1.50
Reading and spelling 1.50
Plumbing 4.00
Punctuation 1.50
Shortland 1.50
Typewriting 1.50
Telegraphy (four nights per week) 10.00

FRYE MEETS SWIFT

Takes the Big Eastern Pack-er to Seattle.

DEAL THERE COMES FIRST

After That Local Matter Shall Be Disposed Of, the Question of Large New Packing Plant in Pacific Northwest Will Be Up.

Charles H. Frye, who bought the interest of Charles Bruhn in the Frye-Bruhn Company, of Seattle, a few days ago, came to Portland yesterday morning and met here Louis F. Swift, of the big packing concern of Swift & Co., of Omaha and Kansas City. Mr. Swift came in from the South yesterday morning, being accompanied by President Leroy Hough, of the Western Packing Company, of San Francisco. These gentlemen went north with Mr. Frye on the 1 o'clock train yesterday afternoon.

Mr. Swift would say nothing definite about his mission in the Pacific Northwest. In a general way he said his purpose was to look over the field with a view to increasing the business of his company in this territory. Whether this meant that new packeries would be built or present institutions purchased or that the trade would be increased through present agencies of the company, Mr. Swift would not say positively, though he left the impression that the Swifts were likely to establish a very large plant somewhere in the Pacific Northwest.

There was an intimation also that "in-dustrial" offers by various eligible localities might prove a factor in determining where the new plant should be built. If no effort was made by Mr. Swift to see railroad officials or other Portland men who might have an interest in getting a large packing plant established here, Mr. Frye, after concluding his business with Mr. Frye, in Seattle, Mr. Swift is expected to visit Portland and make a more or less close examination into the conditions touching meat packing at this point. It is inferred from the circumstances of the case that Mr. Swift's visit to Seattle relates to the affairs of the Frye-Bruhn Company, after attending to which he will take a view of the field for the purpose of determining whether it will warrant a meat-packing establishment of the dimensions operated in the Eastern packing centers.

Special significance is attached to this visit of Mr. Swift because of the report that there is considerable rivalry between the large packers of the East to get into the Pacific Northwest, both for the purpose of getting near the source of the heavy livestock production of this country and to have a depot from which to handle a growing Oriental trade in meats. The intimation that there would be a struggle between the extensive packers of the East, like the Swifts, the Armours of the Cudahys, for control of the Northwest field, gives interest to the movements of the packers at this time.

Mr. W. W. Adams, manager of the Columbia Packing Company, has asked the Board of Trade for a free site for a large packing plant here, and Charles E. Ladd, J. C. Almsworth and J. Thorburn Ross have been appointed a committee to consider the matter. It is represented that the company will spend \$350,000 to \$400,000 in its plant, which will give employment to about 1000 men.

HOPES TO SAVE ARMSTRONG.

Baker City Attorney Will Move for Change of Venue.

George J. Bentley, of Baker City, attorney for "Pleas" Armstrong, is in Portland, and states that he expects to save his client from capital punishment. Mr. Bentley says Armstrong does not acknowledge having killed Minnie Engstrom, but admits having fired the shot and states that he does not know what impulse caused him to do it. Speaking of the affair the attorney said:

"He told me that Miss Engstrom was afraid that he would kill himself and leave her in the world, and when he was asked from him the promise that he would not die and leave her. He had intended to kill himself, but did not intend to do it at the time this affair occurred. He went to talk with her, and when he saw her looking at him the thought came to him that he had a promise to fulfill, and for that reason he fired."

The case will be called in the State Circuit Court in Baker City on March 23, at which time Attorney Bentley will move for a change of venue on the ground that the people of that section are prejudiced against Armstrong.

No route across the continent offers so many attractions as does the Denver & Rio Grande. Write the Portland Agency, 15 Third street, for illustrated booklets.

Pain from indigestion, dyspepsia, and too hearty eating is relieved at once by taking one of Caking's little Liver Pills immediately after dinner.

... Meier & Frank Company ...

Our "Willamette" Sewing Machine at \$25.00 is the equal of any \$50.00 machine on the market.

Free Embroidery Lessons given daily from 9 to 12 A. M. and 2 to 5 P. M. by an expert.—Second Floor.

Spring and Summer models in "La Grecque" and "Kabo" Corsets now ready—2d floor.

Sole Portland agents for the famous "Ostermoor" patent Elastic Felt Mattresses.

Children's Confirmation Dresses

The Children's Cloak Section today seeks consideration from those who are planning the confirmation dress for the young lady. In fabrics especially suitable for this occasion the children's department shows a superb assortment of new dresses. They came to hand only yesterday and are ready for your choosing this morning. These white dresses are exceedingly beautiful in the fineness and perfection of their weave. There's Silk Mulls, Persian Lawns, Organdies, Victoria Lawns and India Linens, all made up in the very prettiest fashion. The completeness of present assortments should tempt an immediate choice and set to rest all thought and worry of home dressmaking. Prices most reasonable.

"Perrin's" Gloves The Spring importation of "Perrin's" Gloves is by far the largest and best we have ever received—All the newest styles and shades—Every pair guaranteed to give satisfactory service—Glace and Suedes.

\$1.50 to \$3 Pair

Black and White Silks

Fancy Black and White Silks—once counted as mourning silks—are this season in very high favor among most fashionable women. This might be credited to the very beautiful patterns now shown in black and white if it were not for the fact that the most staple styles are most asked for—all—About forty styles to select from—black and white checks, black and white plaids, black and white stripes in large variety, black and white polka dots, black and white fancies, beautiful black and white liberty foulards. Prices range from

\$1.00 to \$3.00 the yard

Japanese Wash Silks—200 styles in plain and corded effects—50c a yard.
The latest in Fancy and Lace Hosiery for women—From 50c to \$3.00 per pair
New Spring Ribbons—Plain colors and fancies—Large and complete stock.

Men's Spring Clothes

The product of the best tailors in America—Superior styles and materials can be bought here at a saving of 25 per cent well on the exclusive clothier's price. The most stylish as well as the most reasonably priced. Our ready-to-wear clothes have been giving satisfaction to an army of economical men. Are you one of the army? If not, it's time you enlisted—Second Floor.

Hart, Shaffner & Marx' men's new Spring Suits, exclusive patterns in fancy chevrons, nobbiest clothes for the money ever offered, our price..... **\$13.50**

Men's gray mixed all-wool Suits, new styles at..... **\$15.00**

Men's tan Covert Topcoats, very swell ones for \$7.50 to..... **\$22.50**

Men's long Spring Overcoats, dressy styles, \$17.50 to..... **\$22.50**

New Spring Suits—All the best makes, prices up to..... **\$30.00**

Conductors' and Motormen's "Union-Made" Uniforms—serviceable kind made especially for us, guaranteed fast color, all sizes, our price the very lowest, **\$17.50**

Uniform Pants, extra quality, reinforced, special, pair..... **\$5.00**

"Hawes" Hats, the new Spring blocks, derbys and fedoras..... **\$3.00**

A Few Grocery Pricings

Deconstructing the Actual Saving When Buying Groceries and Provisions From Us—Phone Private Exchange 4—Basement.

1 qt. C. & B. malt vinegar.....5c	Pacific Coast matches, 5 for.....5c	15 lbs Western dry sugar for.....\$1.00
1 lb Baker's unsweetened chococ.....5c	Poppy cream, 3 cans for.....5c	Postum cereal, per package.....5c
late.....5c	Seeded raisins, 3 packages for.....5c	1 qt C. & B. oil for.....5c
1 lb Baker's sweetened chocolate.....5c	Durkee's salad dressing.....20c & 5c	2 bottles Snyder's catsup for.....5c
1 can Baker's cocoa.....5c	Bon Ami, the magic cleaner, 3 for.....5c	3 cans tomatoes for.....5c
1 lb can Baker's cocoa.....5c	1 lb can shrimps for.....5c	Lea & Perrins' sauce.....25c, 50c, 50c
Bottle "Blue Label" catsup.....5c	2 cans La Rochelle sardines.....5c	2 1/2 lb cans corn oysters for.....5c
Bottle Columbia catsup only.....5c	2 packages Malta Vita.....5c	3 cans B. & H. spaghetti.....5c
Jello, 3 packages for.....5c	2 cans peaches for.....5c	1 lb Royal baking powder.....5c
Grape Nuts, 2 packages for.....5c	1 gal Puritan maple syrup.....9c	1 lb ground chocolate.....5c
Babbitt's lye, 3 packages for.....5c	1 gal log cabin maple syrup.....12.5c	

200 Other Special Prices..... 2 Cans Sultan Pineapple, 20c..... 200 Other Special Prices

Friday Surprise Sale

Tomorrow the 698th Friday Surprise Sale—700 pairs of Ladies' Shoes at a saving every woman will appreciate—Styles for street or dress wear—This price for tomorrow only. They're Vici Kid, Patent Leather and Patent Colt, stock or patent tips, the all-patent leathers and patent colt are lace styles, medium weight soles; vici kid styles are light or heavy soles; all sizes and widths, tomorrow only at the special low price of..... **\$2.28 Pair**

Meier & Frank Company Meier & Frank Company Meier & Frank Company

FREAK SNOW STORM CLOTHES PORTLAND IN A WHITE MANTLE

VIEW OF SOUTH PORTLAND AND PORTLAND HEIGHTS FROM THE EAST SIDE.

Like clouds out of a clear sky came the snow early yesterday. Even the watchful officials in the Weather Bureau were caught, for the snow storm was of the true freak nature, and gave no announcement of its coming. Before many people were up for the day, however, the snow, less than half an inch deep, which had fallen, became storm, and dreams of merry sleigh rides went a-glimmering.

The snow covered the Willamette Valley and Western Washington. When the forecast was prepared Tuesday there was not the least indication of a possible snow storm, and the weather observers were as much surprised as any one to find a white mantle upon the ground in the morning.