

BIG "GRAB" PLAN OWNED BY PORT

Wharfowners Below Burnside
Bridge Want a New
Harbor Line.

40 FEET PAST OLD MARK

Port Commission Recommends the
Change Under Mistaken Idea
That United States Engi-
neers Approve.

Desiring to extend their wharves beyond the present harbor line, between Burnside and Everett bridges, on the west side of the river, C. F. Adams, for the Portland Gas Company; L. A. Lewis, for Allen & Lewis; J. C. Flinders, for the Flinders estate, and others for the O. R. & N., have been trying for three years to have the harbor line marked out into the stream. Last Thursday the Port of Portland Commission recommended in their favor. Mr. Adams is a member of the commission; also one of the O. R. & N.'s pilots, Captain Pease. Mr. Adams was particularly active in getting the recommendations through the board.

The harbor line change would add an immense value to the frontage holdings that are seeking it by increasing their wharf area and freeing them from the expense of dredging, which they must pay for under present conditions, in order to make their frontage valuable. These privileges would cost them nothing and would make the present wharves when enlarged among the most desirable in the city.

Would Narrow the Harbor.

But this advantage to the private owners would bring disadvantage to the public interests of the port, by narrowing the harbor, which is already too small for shipping needs.

A strip of water 160 feet long and some 40 feet wide would be taken from the harbor and added to the abutting wharf frontage. When the change was proposed three years ago the frontage owners wanted a strip some 40 feet wide and 90 feet long at the gas company's wharf, but this was opposed by Mayor Langfitt, then in charge of the engineering district. Only supported by strong arguments already adduced, it will be opposed by Lieutenant-Colonel Roessler, now in charge.

The War Department has the marking of the harbor line. The recommendation of the resident engineer, while not conclusive in the matter, has probably the deciding influence with the Secretary of War. The recommendation of the Port Commission was rendered in response to Colonel Roessler's request for his opinion. The attitude of the river pilots in their responses to Colonel Roessler's request for their views was passive.

Langfitt Opposed to Change.

Promoters of the harbor line change have represented that Major Langfitt did not oppose it, but the fact is that his recommendation was adverse. They have represented that Major Roessler approves, when the truth is that he has not decided either way, but that he also has no adverse, unless stronger reasons for the change shall be adduced than have been forthcoming. He said last night that only the strongest reasons would induce him to change lines that would diminish the harbor area.

"These reasons," he remarked, "are not yet in my possession, and it is up to those persons seeking the change to make a case. The present width of the river harbor should be maintained unless there are very compelling reasons for narrowing it at any point."

Several months ago, after being visited by a committee of the Port Commission of the harbor line 30 feet, I drew a tentative line inside that distance, in order to bring the question before the pilots, the Port Commission and the public. After that, I then said distinctly, in a letter to the Commission, that I was not committed to the line, and that I reserved my recommendation until I should have all arguments on the subject. If the Port Commission will refer to my letter it will find that my attitude."

Owners Have Worked Three Years.

To carry through the proposal of acquiring more water in front of their wharves, the owners have conducted an unending campaign for the past two or three years. First they held conferences with the river pilots, and got some of them to go on record as saying that they would not fight the proposition. After believing the majority of the pilots on their side, they next began to agitate the question among the members of the Port of Portland Commission.

C. F. Adams is treasurer of the commission and president of the gas company. He would benefit by the deal fully as much as any of the other owners. If not more, and has urged the extension on his board colleagues. Every time that the question was up for consideration he was among the first to advance reasons in its favor.

It is barely possible that he had another motive in view by taking such a decided stand. It is to explain the extension against him, or the Portland gas works, in the United States Court, for permitting fuel oil and tar to get into the river from the gas company's wharf. At this age, it is claimed that the entire bottom of the river in the vicinity of the gas plant is coated with tar. If the United States Government should decide to buy the property in front of the gas dock, the suit might not be brought, inasmuch as he would be injuring only his own holdings.

Adams in Defense.

Mr. Adams asserts that the river front involved will never be of any commerce, because the Burnside-street bridge has shoaled the river along the west bank to a point near the Steel bridge. He said: "The move to extend the wharves into the harbor, it will permit big ships to load and discharge alongside more docks than at present. As the disputed bit of property now stands, it is of no value; the water is so shallow that the docks are useless. It is no good for farming, because the water is too high to permit of growing. It cannot be used as a fishery ground, and no one has any idea of putting up a shipbuilding plant there. The new line is only 40 feet beyond the present boundary at the most, but for a part of the way it is only a few feet wide, running gradually to the 40-foot limit."

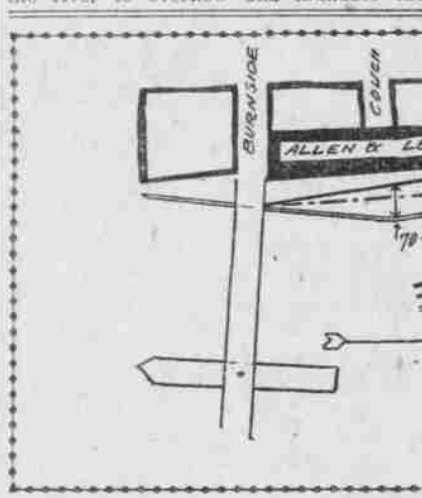
"Could these shoals be dredged out? I cannot see any reason why the harbor line should not be extended. The river opposite is as wide as in other parts of the city. The building

of Burnside-street bridge has made a shoaling in the river in front of this property and today it is impossible to bring in vessels that were ordinarily brought before the building of the bridge. The only possible objection can come from the lumber people, who are interested in having log rafts brought up the river. Their objections will not stand, because the city will not allow them to indefinitely go on towing such long rafts as they are now doing. With shorter rafts the extension of the harbor line would prove of no detriment."

Another member on the commission who might be influenced to work in the interest of the property owners, it is said, is Captain A. L. Pease, president of the commission. He is in the employ of the O. R. & N., which would reap a benefit from the extension. He has been questioned, but it is held that he is placed in a very awkward position. If his employers tell him to do a certain thing, he would be bound to do it. He will prove of a great accommodation to them, it is stated that he might feel disposed to comply with their request even if it meant the loss of his position. At any rate the commission contained two supporters of the extension proposition from the start and other members of the board gradually dropped in line.

Danger From Floods.

A pioneer Portlander, who has watched the extension of the port expand from small proportions, says that if the harbor line should be extended out to the point sanctioned by the Port of Portland Commission, it would be the means of narrowing the river and causing it to overflow its banks. He explains that it is already a narrow part of the river and that the cutting off of a 40-foot strip from the river bed would make so limited an area that the first winter freshet in the Willamette would cause the river to overflow and inundate the



lower part of the city up as far as Sixth street. He characterized the proposal of the commission as a "grab" plan, and said that the change in the line as a steal, cold and simple.

W. D. Wheelwright, member of the Commission, said that butting property owners had been trying for years to get the harbor line extended 80 feet beyond its present boundaries. They brought the matter up before the Chamber of Commerce when I was president of that body two years ago," declared Mr. Wheelwright. "and asked our Board of Trustees to pass a motion brokering the action was not taken. A petition was sent to Mayor Langfitt at that time, praying for the desired relief, and while the engineer passed the motion brokering the action was not taken. A petition was sent to Mayor Langfitt at that time, praying for the desired relief, and while the engineer passed the motion brokering the action was not taken. A petition was sent to Mayor Langfitt at that time, praying for the desired relief, and while the engineer passed the motion brokering the action was not taken."

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Views of Mr. Willis.

"All hands seemed to agree on the line approved by us yesterday," said P. L. Willis, "and so we recommended to the War Department that the proposed extension be not granted. As a representative of the allied interests owning the property whose value an effort was being made to enhance, J. Couch Flinders, the other Commissioner, were not in the city yesterday afternoon, but I am named is known to be a champion of the proposed extension. Mr. Ainsworth has been in the East for several weeks."

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At a meeting of the Woodstock Push Club last night it was decided to take steps to ask the Portland County Board of Supervisors to vote on annexation at the coming June election. A petition will be prepared for this purpose. This action was taken for the reason it was found that there was other way to obtain Bull Run water. The Mount Scott district is expected to join this movement.

It was reported at this meeting that Manager Fuller had stated to the committee asking for extension of the Woodstock railway that the Portland Railway Company is not now making any extensions, but only improving its present lines. He said, however, if a bonus of about \$5000 was raised by the people there the extension might be undertaken. No action was taken.

It was decided to have all street intersections marked, and as soon as this is done to start a movement for free mail delivery. A committee of one was appointed to consult with Postmaster Minto on this subject. In the matter of better roads, a committee was appointed to ask that the improvement on the Woodstock branch, County Commissioner Lightfoot announced that the road leading to Woodstock will be covered with crushed rock, work to start next week. Ben C. Riesland presided.

FILES CURED IN 6 TO 14 DAYS. PAZO OINTMENT is guaranteed to cure any case of Itching, Blind, Bleeding or Protruding Piles in 6 to 14 days or money refunded. You can't help liking them, they are so very small and their action so perfect. Only one pill a dose. Carter's Little Liver Pills. Try them.

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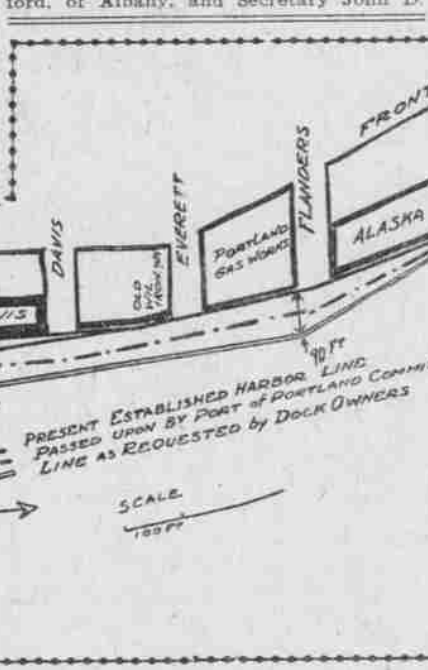
NOTE NEW BUILDING

Oregon Agricultural College
Will Erect Dormitory.

REGENTS SPEND \$75,000

Long-Felt Want of Institution to
Provide Modern Quarters for
Girl Students Is Soon
to Be Filled.

Authorization of the erection of a girls' dormitory at the Oregon Agricultural College to cost \$75,000 was made at a meeting of the board of regents of the institution held last night in the parlors of the Imperial Hotel. President J. K. Weatherford, of Albany, and Secretary John D.



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modern in every respect, and will be a creditable addition to the college.

At the meeting last night, President Weatherford was authorized to make a requisition on the Chief of Ordnance of the United States Army for 300 Springfield magazine rifles, of 30-caliber, and equipments, to replace the 300 cadet rifles now in use at the college and also to replace the two muzzle-loading three-inch rifles with more modern guns. Also for an addition of 100 United States Remington rifles of 30-caliber and for two sets of signaling apparatus, consisting of heliograph, torches and flags for visual signaling. At present, but 200 rifles are available at the institution for cadets at drill.

The members of the board of regents who attended the meeting last night were President Weatherford, Albany; Governor Chamberlain, Secretary Dunbar, Superintendent of Public Instruction Ackerman; Mrs. John A. Vailo, Marion; Mrs. J. W. Cotton, W. P. Keady, Portland.

BLACKLIST ALLEN & LEWIS

Federated Trades Council Declares
Grocery Firm Unfair.

The water front strike occupied the



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Alum and alum-phosphate powders are injurious. Do not use them. Examine the label.

ROYAL BAKING POWDER CO., NEW YORK.

CHAUFFEUR IS ASSAULTED

DISPUTE OVER AUTO HIRE IS
CAUSE OF BLOW.

Sportive Trio Object to Paying Price
of Ride to Milwaukee Gam-
bling Resort.

After receiving a severe blow on the head from one of a party of three gay automobilists in front of the Milwaukee Club, after a long argument about the price of a ride from the city, George Osborn, chauffeur of Fred T. Merrill's automobile, took out a large monkey wrench from under the seat of the car and flourishing it as he would a revolver, threatened to shoot everyone in the party unless they let him go. Fred T. Merrill, another blow on Osborn's head and the wrench was jerked out of his hand. He reached for another tool, but blows rained so fast on his head that he jumped into the auto, and rushed away for the Town Marshal.

The whole trouble started about the price of a ride from the city to the Milwaukee Club, Osborn told them the price was \$5.00. The party, which consisted of three men, one of them a chauffeur, and one of them a passenger, refused to pay the price.

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