

SWAN ISLAND BIG FACTOR IN DOCKS

Architect Bennett Would Connect River Tract With West Side of City.

STILL-WATER BASIN IS AIM

Commissioner Hears Designer Explain His System, Which Embodies Eight Miles of Wharves to Accommodate Fifty Ships.

Partial excavation of Swan Island and connection of the south end of the island with the mainland on the West Side, creating a still-water basin, with wharves constructed on both sides of the basin at right angles with the trend of the channel, is the plan advanced by Architect E. H. Bennett for construction of public docks in Portland.

Mr. Bennett supplements this by proposing that additional docks be built on the East Side by dredging out a portion of Mox's Bottom opposite the head of the island. He also favors widening the main river channel, which will be east of Swan Island, by trimming off the island on that side.

Mr. Bennett discussed his plans with the City Dock Commission yesterday at the quarters of the Civic Improvement League in the Commercial Club building. Members of the Dock Commission who attended were Frederick W. Mulkey, the chairman; Henry L. Corbett and George M. Cornwall; Ben Selling and C. B. Moore, the other members, are out of the city. The meeting was open to the public.

2,000,000 Population Basis.

Mr. Bennett first called attention to his drawings in which is carried out the study of lines of communication, traffic, based on an estimated population of 2,000,000. All other parts of the general plan, he said, are dependent in greater or less measure on these lines of communication.

Burnside Is Center.

Mr. Bennett sketched briefly the plan for highways to the docks. One of the principal arteries, he said, would be carried diagonally from the great central thoroughfare of Burnside street, touching the approach to the Broadway bridge and reaching Gold Lake at a point midway between the hills and the river. Thence there would be two highways to the docks, one leading directly to them and the other skirting them. At the same time Front street would be developed and extended to the docks.

"There are always two kinds of freight traffic to be considered," said Mr. Bennett. "They are commercial and industrial. By commercial is meant the traffic from the docks west from rail to rail. The industrial freight traffic consists of package freight, generally, or material for factories."

Belt Line Proposed.

"Probably the industrial plants will be established gradually north of the bridge. That seems to be the natural trend. A belt line of docks would be the most feasible method of distributing the freight. At Swan Island the river widens to its greatest breadth and the configuration is susceptible to improvement along the lines laid down. A variety of plans has been considered for development of docks in the vicinity of Swan Island. One contemplates entire removal of the island, and there is a disposition to regard this as not feasible because of cost. Another would be to connect docks on both sides of the island, and a third to connect the island with the main land on the East Side, creating a still-water basin between the island and the mainland."

"The plan most generally approved is that providing for connecting the island with the mainland on the west side. This would produce a still-water basin where ships could maneuver without being hampered by current. The docks would be at right angles with the channel and would be built into the island and the mainland. The basin would have a width of 1000 feet.

Sluice Gate Is Plan.

"On the east side, the island should be trimmed off to increase the width of the ship channel now in use, and provide for carrying away excess water in times of flood. The embankment connecting the island with the mainland on the West Side could be built with a sluice-gate, to be opened in a flood. "On the east side a basin could be dredged in the low land opposite the head of the island, which would provide space for additional docks. "The basin on the west side of the island, as outlined, would provide eight miles of docks, with space for 50 to 75 ships. There would be ample room for carrying out the plan in use in Hamburg, where ships are moored to dolphins and warped into the docks later. The plan would involve about 2,000,000 yards of excavation and about 1,000,000 yards of filling. The probable cost is a problem of engineering that I have not entered into in this plan."

Double-Deckers Probable.

Mr. Bennett said he probably would advocate construction of double-deck docks on the great rise and fall of the river in time of flood. He said he thought it would be entirely feasible, however, to build with only a single deck, and that above the high-water mark, handling freight from vessels by means of electric cranes. "The docks should not be in private control," he said. "If owned by private capital, they should be operated under the city's direction. In response to a question by Mr. Corbett, Mr. Bennett explained what is contemplated with regard to the docks in the center of the city. "The docks are to be built with upper and lower decks, as now," he said. "On both sides of the river there is to be a drive along the waterfront connecting the approaches to all the bridges."

The bridge approaches should run back perhaps two blocks farther than at present.

Waterfront Drive Included. "The drive along the waterfront would lead itself to parking, and low quays could serve as landing places for small boats and pleasure craft. It is not expected that all steamboat traffic in the center of the city will be eliminated, and provision for it is made in the plan.

"South of the bridges the river bank would be planted with trees, and perhaps to Millwaukie. The two islands south of the city should be purchased for parks.

Mr. Bennett emphasized that the plan as outlined was flexible. As much or as little as desired could be done with it, he explained, and it would lend itself to indefinite expansion. Invitations were sent to subscribers to the Civic Improvement League fund to visit headquarters at room 210, Commercial Club building, and inspect Mr. Bennett's sketches illustrating his studies. Mr. Bennett is at the headquarters daily from 1:30 o'clock to 2:30 o'clock to explain the sketches and answer questions.

HAT FEATHERS MUST GO

WOMEN WEARING PHEASANT PLUMAGE TO PAY PENALTY.

Deputy Prosecutor Firm in Determination to Destroy Market and Stop Killing.

Many women in the city who had hats with pheasant feathers on them called up some one in authority yesterday to know whether they would be arrested if they went downtown. Dozens of inquiries were reported at the office of the District Attorney, the police station, the City Attorney and the Justice Courts. The newspaper offices were also inundated for information. The ultimatum of Deputy District Attorney Fitzgerald sounded the death-knell of the nose-irritating plume, razing the feathery, fluffy world of bonnets and bringing the prospect of a fat harvest among milliners. Friends were heard cautioning friends to take themselves and their illegal plumage out of the streets, and many women without inquiry went to their milliners and had changes made in the sky-line.

While diplomatic and deferential, Fitzgerald stood firm and repeated yesterday his determination to make war on the violations of the law at the only point where they can be reached. "A campaign against the retailers would not be thoroughly effective," he said, "for the reason that the sale of this plumage would still go on surreptitiously. As long as the women want to wear this sort of finery it will be obtained and high premiums will continue to encourage the slaughter of the birds. Only by going after the women can we put a stop to it."

It is probable that the women who persist in having in their possession, contrary to law, the skins, plumage and other parts of protected game birds will be at first warned, or allowed to go under suspended sentences, but if that is not effective, penalties must be imposed, says the prosecutor. The penalty for having the feather in possession, outside of the open market, is a fine of from \$10 to \$50, with prison sentence, at the option of the court.

JUDGE TO STOP DELAYS

Workmen Not to Wait on Lawyers, Tawell Rules.

Running the courts for the benefit of the lawyers and the clerk of the court, is the sentiment of Judge Tawell today after day, received a blow in Municipal Court yesterday, for non-appearance assessed against Jim De, Chinese accused of "mashing," when his attorney did not come in to defend the case. He, O'Bannon, and his wife, who are their second appearance in the case, depriving O'Bannon of an opportunity to follow his vocation, and both were indignant when they were informed yesterday morning that they must return another time.

It has been the custom of attorneys to telephone to the clerk of the court their desires as to continuances, and these usually have been entered on the docket without any inquiry as to the necessity for delay. In some cases, many witnesses, mostly working people, have been kept cooling their heels in the courtroom from day to day.

It is accused of insulting Mrs. O'Bannon and she and her husband are determined to press the case against him. The trial was set definitely for yesterday morning, but when the court called it was found that Be's attorneys had telephoned that they would be unable to attend. Had not O'Bannon protested that he was losing wages by attending the sessions of the court, this would have passed unnoticed, but upon his protest the court ordered costs assessed against the defendant and directed that in the future applications for continuances must be made to the court personally, with adequate reasons assigned.

INFORMATION IS REFUSED?

Mount Scott Citizen Says Water Board Withholds Plans.

Residents of the Mount Scott district are concerned over the water supply situation and fear that they will pass through another season of shortage. The league passed at the meeting of the Mount Scott Citizens' League Tuesday night in the Laurelwood Hall, Dr. G. A. Cummings, member of the Seventh Ward League water committee, reported that he had gone to the city water office Tuesday, but that information was refused him as to the plans that had been adopted to supply the Mount Scott district. Mr. Cummings told the league that the officials of the Water Board refused to let him see the plans that were on file and that he was unable to obtain a scrap of information about them. The league decided to submit the question to the Seventh Ward League.

President Meyer said that the people were entitled to know what the Water Board intended to do for Mount Scott. The league passed a resolution declaring it the sense of the meeting that the city should not buy the present water plant of the Woodmen Water Company, for the reason that its mains were inadequate, and a committee was appointed to take steps to resist any such purchase. The league endorsed the proposed re-appointment of the city into 15 wards, eliminating all Councilmen-at-large.

Tortured For 15 Years. A cure-defying stomach trouble that baffled doctors, and resisted all remedies, he tried, John W. Modder, of Modderville, Mich., seemed doomed. He had to sell his farm and give up work. His neighbors said, "The cat's live much longer." "Whatever I ate distressed me," he wrote, "till I tried Electric Bitters, which worked such wonders for me that I can now eat things I could not take for years. It's surely a grand remedy for stomach troubles. Just as good for the liver and kidneys. Every bottle guaranteed. Only 50c. at all druggists."

Royal Worcester, Bon Ton, Nemo, Mme. Helene, Marquise, Mariette, Rengo Belt Corsets Howd and La Beau Front-Lace Corsets—Warner and Redfern Corsets—Sahlin Waists

At the Greater Olds, Wortman & King Store Sale of "Made in Oregon" Goods

February Sale Household Needs

Sensational Sale of Women's Suits \$19⁹⁵ \$35 to \$85 Values

See Our Morrison Street Window

A rare bargain treat for all thrifty women—If you knew the full meaning of this great saving opportunity you'd be here bright and early—Don't miss it—The sale of a century—We have assembled a great variety of women's finetailored suits for our last effort to clean up stock—Materials are broadcloths, chevots, diagonals, homespuns, serges, etc.—Tastily trimmed in braids, velvets, etc. Some embroidered—Plain or fancy collars and cuffs, all well tailored.—The regular prices range from \$35.00 up to \$85.00 and are good values at those prices—To make room for the new arrivals in this department we price them at only \$19.95

Boys' Suits \$6.50 Vals. \$3.95

It's the last call on Boys' Heavy Winter Suits. Practically all are the famous Hercules brand. They are guaranteed throughout, will not rip, the best wearing suits on the market. The styles are neat gray and brown mixtures. The new Knickerbocker with mannish cut coats. Remarkable \$5 and \$6.50 \$3.95 values. On special sale at the suit 1000 Boys' Waists worth 35c to 50c, in blue chambray, striped madras and black 19c satin. Special price for this sale only

Women's \$3.50, \$4 Shoes, \$2.89

A great clean-up of women's fine Shoes. 2700 pairs of this season's styles all grouped in one big lot to be closed out as quickly as possible to make room for the new Spring arrivals. The popular fall toe last in patents, with plain vamp and cravenette top. The patent with tips, also gummetted vamps with mat tops. Included in this assemble is a lot of broken lines in tans and blacks with welt soles and vicci kids in welts and turn, also patents in button or lace styles. \$3.50 and \$4 values, at \$2.89

See Tonight's Papers for Friday Surprise Sales

BRIDGEWORK BEGUN

West Side Dock to Be Demolished Speedily.

PILEDRIVER IS IN PLACE

Construction Company Makes Full Preparations for Vigorous Building of Broadway Structure. Delays to Be Avoided.

NEW VEHICLE TAX FOUGHT

Suit Declares Latest Ordinance is Invalid and Unjust.

What Does This Mean?

Try and Guess

Watch Tomorrow's Heart

Specials for Today In Pure Food Groceries

Make arrangements with our credit department to open an account here. Parties in good standing will realize the great convenience of this service. Phone your orders and we will do all the rest. Prompt free delivery to all parts of the city.

Small White Beans, 5 pounds for	25c
Southern Head Rice, 3 1/2 pounds for	25c
Grape Fruit, very choice, the dozen	50c
Tillamook Cheese, the pound at only	20c
Hotel Mushrooms, the can at only	19c
25c Oozeant in bulk, the pound at	19c

Our Cooking School Today at 3 P. M.

Menu: Beef Steak Pudding, Cheese Croquettes, Tea Biscuits and Tea. All women are invited.

Eggs, fresh Ore-	35c	Mince-meat, in \$1	80c	Hams, sugar cured	17c
rancho, dozen	size pails, at only	medium size, lb.			
Eggs, fresh East-	23c	Sugar, cane,	\$5.50	Hams, picnic	14c
ern, special, doz.		15 lb. 1st, sk.		shoulder, lb.	

See our window displays of "Made in Oregon" Products and Pure Foods of all kinds. On sale here all the time.

Passes to visit the Union Meat Company's new plant are given out in our Grocery Department, on Fourth Floor.

Robes \$4⁵⁰ Robes \$2⁵⁰

A little brisk weather and a few frosty nights have perhaps freshened your thought about blankets. You have heard and read of "Blanket Sales" and undoubtedly have profited by them, but this sale offers greater saving opportunities than any we have ever known of before. And besides, every pair is 'Made in Oregon'

A line of all white wool Blankets, with blue and pink borders; made by the Portland Woolen Mills Co., is offered as follows:

\$ 5.50 White Wool Blankets, pair	\$3.95
\$ 7.00 White Wool Blankets, pair	\$4.95
\$ 8.50 White Wool Blankets, pair	\$5.65
\$ 9.00 White Wool Blankets, pair	\$5.95
\$10.00 White Wool Blankets, pair	\$6.95

Robes made by the Portland Mills. They come in large checked patterns and a good assortment of colors. Large double bed size, all wool, fine finish, suitable for bath robes, topstitches for beds and regular bed covering. All "Made in Oregon" and are our actual \$4.50 values. These are now placed on special \$2.50 sale at the specially low price of \$2.50

TRACTION CHIEF HERE

RAILWAY COMPANY'S BUDGET SCANNED BY C. M. CLARK.

Chicago Official of Local Line Comes on Annual Investigation Tour of System.

C. M. Clark, of Philadelphia, chairman of the executive committee of the Portland Railway, Light & Power Company, is in the city on his annual trip to investigate conditions of the company's property in the city before passing on the big budget of expenditures President Josselyn has asked for the ensuing year. Contemplated expenditures include the completion of power properties begun last year, which will greatly increase the power facilities of the Portland Railway, Light & Power Company.

Mr. Clark said the Chicago, Milwaukee & St. Paul has made no offer to buy the terminal facilities of the O. W. P. He said the O. W. P. has the only terminal facilities for a transcontinental line in the city, and that they would be sold to any corporation or person willing to pay the price.

Mr. Clark is accompanied by Mrs. Clark. They will remain here two weeks.

Mr. and Mrs. Clarence H. Howard, of St. Louis, accompanied the Clarks to Portland. Mr. Howard is president of the Commonwealth Steel Company, of St. Louis, manufacturer of steel castings for railway trucks and railroad supplies.

Speedy Relief From Kidney Trouble

"I had an acute attack of Bright's disease with inflammation of the kidneys and bladder, and dizziness," says Mrs. Cora Thorp Jackson, Mich. "A remedy of Foley's Kidney Remedy overcame the attack, reduced the inflammation, took away the pain and made the bladder action normal. I wish everyone could know of this wonderful remedy." Sold by all druggists.

STUDENT'S PLANS BEST

\$20 Prize Awarded Y. M. C. A. Pupil for Doty Building Outline.

Fred Springer, a student in the educational department of the Portland Young Men's Christian Association, has just won a \$20 prize offered for the best plans prepared for the Y. M. C. A. building to be erected at Doty, Wash.

The prize was offered by W. B. Mersereau, of Portland, president of the Doty Lumbering Company, who also has subscribed money for the building.

This will be the first Y. M. C. A. building erected in a lumbering town in the Northwest, but other similar projects are now under way in Oregon and Washington.