

NEW PORT PROJECT TO BE VIEWED TODAY

Committee of 15 May Hold
Public Hearings.

APPROVAL IS GENERAL

Opportunity for Development of
Port Seen in Swan Island
Proposal.

Preliminary survey of the Swan Island development project, proposed by the committee of 15, will be made by members of the city council this afternoon at 2 o'clock. In accordance with recommendations made by the committee of 15, public hearings probably will be held before the council finally will pass on the plan.

Development of the Swan Island project, which includes the reclamation of the Guild's lake district on the west side of the river and Mock's bottom on the east side is considered by those who have studied the proposals as an improvement not alone designed to care for the future commercial business and shipping of Portland but as an improvement providing facilities now lacking.

Investigation shows that there are facilities on the west side at present for not more than 400 freight cars which must be broken, loaded and unloaded in terminals sorely needed for a passenger terminal.

East Side Facilities Limited.
On the east side of the river facilities for but 500 cars are available on the O. W. R. & N. company's lines, with terminal facilities for but a comparatively few freight cars on the Southern Pacific line. When the municipal terminal No. 4 located at St. Johns is completed the terminal yards there will have a capacity of 1000 cars. At the packing plants in North Portland are facilities for cars, but these cannot be utilized to care for the handling of general freight.

Under the proposed project a gigantic freight terminal would be established on the west side of the river, with a capacity of 3000 cars. Such a terminal would be of sufficient size to enable the handling of cars of all incoming and outgoing freight, whereas the terminals planned on the east side of the river could be utilized primarily for freight passing through the city.

Rail Changes Proposed.
To establish the west side freight terminal it is proposed to straighten the present main line of the Northern Pacific railway from a point directly opposite the northern point of Swan Island to Nicolai street. At the present time the main line of this railway makes an abrupt turn riverward just opposite the northern point of Swan Island and continues to the manufacturing district of North Portland.

If this proposed change of alignment is not made, it will seriously interfere with the plans for piers, docks and industrial sites, as well as the service streets leading to them, as pointed out. The proposed change of alignment can be made so that the new tracks may be constructed on easy gradient.

In connection with the establishment of a gigantic mole on the eastern portion of Swan Island, following the removal of the westernly end of the island, to provide a straight and safe channel 6000 feet wide, it is proposed not only to construct a causeway from the mole to the east mainland, but also to build a viaduct crossing all the railroad tracks above grade connecting the mole and Mock's bottom with the Greenley-street extension. This would afford access to the business district of the city and to the industrial areas on the lower peninsula.

Project Generally Approved.
Genuine approval of the plan was given by all members of the Port of Portland and the commission of public docks because of the fact that the project would straighten the river channel, thus providing passage in the river for ships of all sizes and draft.

In addition members of the two commissions, believing that the opening of the west channel must inevitably be made if the project is approved, a modern port, consider the acquisition and reclamation of the Guild's lake district and Mock's bottom an opportunity to provide cheap and conveniently located industrial sites, together with dockage and railway terminal facilities.

Cost About \$5,000,000.
Cost of opening the west channel is estimated at approximately \$5,000,000 and should this work be done as separate improvement and the reclamation of the Guild's lake district and Mock's bottom, it will follow that lands now considered almost worthless will be developed into valuable industrial sites gratifying to private owners. This would result because of necessity to deposit sand and dirt dredged from the channel and re-

OUCH! BACKACHE! RUB LUMBAGO OR STIFFNESS AWAY

Rub pain from back with small
trial bottle of old
"St. Jacobs Oil"

When your back is sore and lame or lumbago, sciatica or rheumatism has you stiffened up, don't suffer! Get a small trial bottle of old, honest "St. Jacobs Oil" at any drug store, pour a little in your hand and rub it right on your aching back, and by the time you count fifty the soreness and lameness is gone.

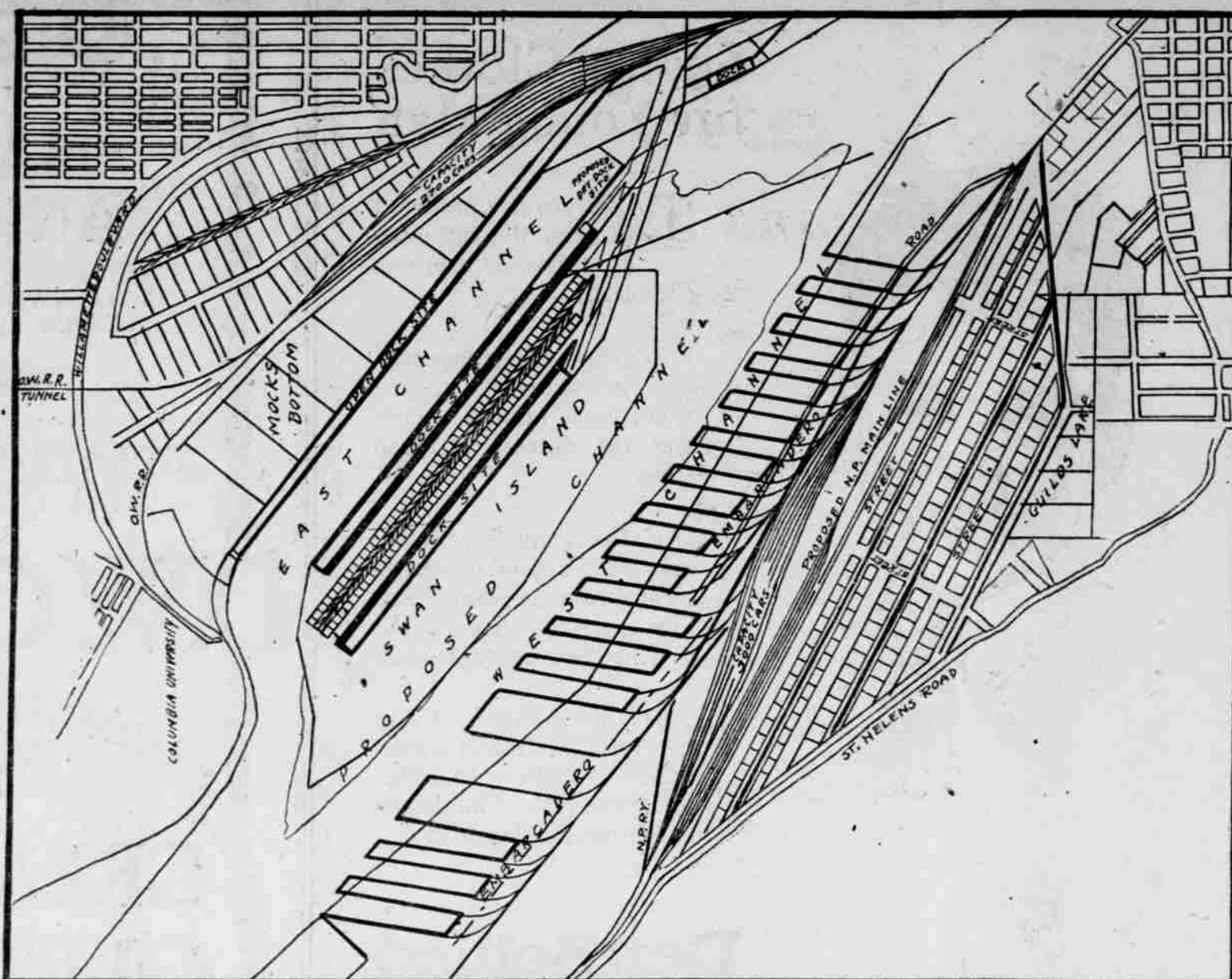
Don't say crippled! This soothing, penetrating oil needs to be used only once. It takes the pain right out and ends the misery. It is magical, yet absolutely harmless and doesn't burn the skin.

Nothing else stops lumbago, sciatica, backache or rheumatism so promptly. It never disappoints!—Adv.

DRINK HOT TEA FOR A BAD COLD

Get a small package of Hamburg Breast Tea at any pharmacy. Take a tablespoonful of this Hamburg tea, put a cup of boiling water upon it, pour through a sieve and drink a teaspoonful at any time. It is the most effective way to break a cold and cure grip, as it opens the pores, relieving congestion. Also loosens the bowels, thus breaking a cold at once. It is inexpensive and entirely vegetable, therefore harmless.

SWAN ISLAND IMPROVEMENT PROJECT TO BE CONSIDERED BY CITY COUNCIL THIS AFTERNOON.



DETAILED MAP OF \$10,000,000 HARBOR IMPROVEMENT.

resulting from the removal of the Swan Island on the lowlands, as private owners could not be forced to pay for the cost of the sand deposited on such lands.

It is also argued that the Swan Island, Guild's lake and Mock's bottom districts have been for years and still are obstructions which prevent the orderly development of industrial activities in Portland.

Warren Sees Advantages.

This area, according to Frank M. Warren, a member of the port commission, adjacent to the business district is a logical area for first development and if allowed to continue to remain in its present state, Portland will continue to be at a disadvantage in industrial development.

"If this improvement can not be carried out," said Mr. Warren, "such industries as are established will be scattered in various places, none of which at present provides the maximum of advantages, such as railroad connection without excessive switching, convenient track storage to allow prompt handling of cars, accessibility, proximity to labor supply, fire protection and many other items, all of which are available in this proposed development."

Drydock Included.

In addition to the provisions for industrial sites, piers, slips, terminals and the huge mole, the proposed plan also provides for the location of a proposed drydock on the eastern end of the still water basin proposed between the mole and Mock's bottom.

A recent meeting of the port commission it was decided to proceed with the construction of a new drydock pontoon, its location to be determined at a later date. It is certain that if the proposed project is approved the new drydock will be located as is proposed in the plan.

"Breaking Up" Yard Proposed.

A large breaking up yard for the switching and handling of freight cars of all railroads operating in and out of Portland is proposed to be located in the vicinity of the north end of the peninsula tunnel of the O. W. R. & N. Co.'s line, south of Columbia slough, where inbound trains may be broken up for delivery to the freight terminals. This feature of the plan must be instituted by the railroads.

According to prominent shippers, the lack of such facilities at present, frequently ties up freight for days; not only entailing delay in the receipt of freight, but frequently costing shippers considerable sums.

Mayor Advocates Project.

Mayor Baker is an enthusiastic advocate of carrying the proposed project to completion. The report, according to Mayor Baker, is one of the most complete documents ever submitted to the city council for consideration, and contains a plan which, if adopted, will insure Portland's future as a shipping center.

"The two most pressing needs of Portland today," said Mayor Baker, "are adequate railroad terminals, properly located and of large capacity, and cheap industrial sites adjacent to the railroad facilities. The proposed plan seems ideal. Without extravagant outlay of money Portland can develop terminals, ship-birth facilities, industrial sites and other conveniences within a stone's throw of the center of the city. The committee of fifteen, together with the development of Swan Island, provision for the improvement of the harbor and for a bigger and better Portland."

"I have long believed, and am still of the same opinion, that the potential industrial district of Portland lies in the Columbia slough district. I favor the most complete investigation of this district. If in the judgment of the engineers and the committee of 15 it is not practical to develop Columbia slough at this time, I will then favor the Swan Island plan. Nevertheless, the mouth of the Willamette river should not be overlooked."

District Not Overlooked.
In connection with Mr. Mann's arguments, members of the committee of 15 explained yesterday that Columbia river slough had not been overlooked, but had been given most serious consideration. The committee, however, after these investigations, were unanimous in the belief that the development of Swan Island, provision for the west channel, and the reclamation of the low land on both the east and west sides of the river, was an improvement necessary to provide a

safe river channel and at the same time, adequate terminals, piers, slips and industrial sites.

The decision of shipping men, such as compose the port and dock commissions, and the committee of 15, is accepted by Commissioner Barbur as final as far as the details of the project and the proposed location is concerned.

Barbur Has Amendment.

After making a careful study of the reports submitted to the city council, Commissioner Barbur had but one amendment to suggest, which would change the power of appointment of members of the proposed new port commission from the state legislature to the governor of the state.

City Commissioner Bickel believes the proposed improvement is one which might well have been promoted years ago. Frequently, he said, former members of city councils of which he has been a member, viewed the blockade to industrial development, caused by the low lands in Mock's bottom and Guild's lake district, and suggested that some steps should be taken to open the west channel of the river as is proposed in the new plan.

Pier Indorses Proposal.

Characterizing the plan as one of the most comprehensive constructive measures ever proposed in Portland for its development, Commissioner Pier has announced himself in favor of the proposal as submitted to the council. Commissioner Pier asserts that the plan is logical, safe and sane and should receive the approval of the council. He also stated that he would vote when it is placed on the ballot.

THREE INJURED BY AUTOS

SEVERAL ACCIDENTS REPORTED, BUT NONE SERIOUS.

Trouble in Many Cases Yesterday
Caused by Unusually Slippery
Condition of City Streets.

Three persons were injured, none seriously, in auto accidents yesterday in various parts of the city. A total of 21 automobile accidents were reported to the police up to 5 o'clock last night, many being due to the slippery condition of the streets.

J. H. Sawyer, 420 Tillamook street, received bruises when he was struck by an automobile driven by George Mathews, 705 East Sixth street, North, on East Fifty-seventh street between Klickitat and Skikyou streets. He had just stepped out of a milk wagon when he was caught by the right fender of the machine.

Edwin Miller 556 East Thirty-eighth street North, a student of the Fernwood school, received a bruised shin and knee when struck by a machine driven by W. H. Terry, 2070 Wasco street, at East Thirty-third street, on Coos Bay boulevard. The automobile skidded, according to the report of Mr. Terry, and caught the boy as he was dismounting from a street car.

DATES SET FOR HEARINGS

Companies Apply for Permission to Increase Rates.

SALEM, Or., March 25.—(Special.)—Hearing of the applications of the Central Oregon Irrigation company and the Crooked River Telephone company for increases in rates has been set at Redmond for April 1.

On April 3 the commission will consider a similar application filed by the Farmers' Mutual Telephone company.

On April 14 the commission will go to Marshfield to hear the application of the Coos Bay Logging company for a franchise involving Coos river.

ROADS TO BE INSPECTED

Commissioners Are Taking Trip Through Eastern Oregon.

SALEM, Or., March 25.—(Special.)—Herbert Nunn, state highway engineer, and E. E. Kiddle, a member of the commission, left yesterday for Eastern Oregon, where they are making an inspection of road work. R. A. Booth, another member of the commission, who arrived in Ashland today on his way home from California, telegraphed here that he would make the trip from Southern Oregon to Eugene by automobile and inspect the Pacific highway en route.

TRAVELERS MEET CALLED

OREGON-WASHINGTON LOCALS
TO PICK DELEGATES.

Plans Being Made for National
Convention Here in June by
Road Salesmen.

The annual convention of the Oregon and Washington division of the Travelers' Protective Association of America will be held in Portland tomorrow, starting at 2 o'clock, in the assembly room of the Morgan building, where officers for the ensuing year will be elected and delegates to the national convention, which meets here in June, selected.

Delegates will be here from Eugene, Astoria, Seattle and Spokane, representing the different local branches of the organization and plans will be laid for an aggressive membership campaign. The past year has seen the membership practically doubled. The reports of committees working on the entertainment of the national convention which meets here June 14 to 19 will be received and a general outline of the entertainment of our visitors made up.

The officers of the division this year are: President, Roy C. Slocum; second vice-president, W. L. Grinnell; third vice-president, Walter P. Fell; fourth vice-president, John B. Coe; fifth vice-president, J. A. Prag and secretary, Clyde Evans. Directors, S. S. Pier, Theodore Rothchild, Paul C. Morton, J. B. Crossfield, Dan Kellaher and Paul J. Sullivan; trustees, David M. Dunne and J. W. Curran.

Officers of the various posts are: Post A, Portland—President, Stanhope S. Pier; secretary and treasurer, Clyde Evans. Post B, Eugene—President, Walter P. Fell; secretary and treasurer, John P. Coe. Post C, Seaside—President, J. M. Galvin; secretary and treasurer, David Brown. Post D, Astoria—President, J. T. Smith; secretary and treasurer, Charles P. Hall.

To ending the regular monthly dance will be held at the Hotel Multnomah. It is planned to turn these dances hereafter over to the newly formed ladies auxiliary of the Travelers' Protective association and which will have charge of most of the social features of the organization in the future.

ORE REPORTS ARE DESIRED

CHAMBER SEEKS INFORMATION TO ANSWER INQUIRIES.

Persons Familiar With Mineral Deposits Asked to Communicate With Secretary.

In order to be better enabled to answer inquiries regarding the location of supposed deposits of iron, coal and other mineral resources, the Portland Chamber of Commerce is inviting persons familiar with such deposits to send reports to the secretary. These resources have received little attention in Oregon, and until a survey was undertaken by the state bureau of mines and geology it was one possible mine of development that had only received cursory consideration. The chamber is desirous of having full knowledge in order that more attention may be given to these matters. So great is the present world demand for metal of all kinds that iron mines are being opened in many parts of the world that have heretofore been neglected. Ores of the base metals form an important cargo in the shipping operations, being desirable because it is a heavy

FOR BURNING ECZEMA

Apply Zemo, the Clean, Antiseptic Liquid—Easy to Use—Does Not Stain

Greasy salves and ointments should not be applied if good clear skin is wanted. From any druggist for 35c, or \$1.00 for large size, get a bottle of Zemo. When applied as directed it effectively removes eczema, quickly stops itching and heals skin troubles, also sores, burns, wounds and chafing. It penetrates, cleanses and soothes. Zemo is a clean, dependable and inexpensive antiseptic liquid. Try it, as we believe nothing you have ever used is as effective and satisfying.

The E. W. Rose Co., Cleveland, O.

cargo that bulks well and can be carried to blast furnaces where the ship would otherwise have to go in ballast when other freight is not offered.

In the Dutch East Indies the government is developing a large deposit of iron ore for the reason that in some seasons shipping companies are anxious to find some cargo that can always be loaded speedily for return voyage.

Investigations have been in progress looking to the opening of large deposits of iron ore in Siberia, reached by lines of the trans-Siberian railroad. American engineers have made investigations of these mines and predict that within a few years that will be an important source of supply for manufacturers in this country.

MIELKE GETS \$25 FINE

Moonshine and Waitress Are Complicity for Auto Drive.

Joe Mielke, automobile driver who was in the public limelight last year as the result of running down and killing little Viola Cummings, was given a fine of \$25 in the municipal court yesterday on a charge of disorderly conduct, following his arrest in a room of a hotel at 372½ First street Wednesday night with Babe Smith, a 27-year-old waitress.

Part of a bottle of moonshine was found in the room and was apparently being used as the refreshments at the party which was so rudely broken into not alone the council, but also the appearance of Motorcycle Officers Sinkins and O'Halloran.

Besides Mielke and the girl the officers arrested Charles Smith in the same room.

ROADS DEPEND ON BONDS

Southern Improvements Rest on Ability to Float New Issue.

ROSEBURG, March 25.—(Special.)—According to District Attorney Neuner who has just returned to this city from attending a meeting of the highway commission at Portland, the future of road improvement in this part of the state depends altogether on the decision reached by the voters of the state. If the bond issue is approved almost \$40,000,000 more money will be obtainable for road purposes and the completion of the Pacific highway and lateral roads will be assured.

It is the desire of the commission

to pave the Pacific highway for its entire length and then develop lateral roads tapping the rich agricultural resources of the state.

Oregon Alpha Incorporates.

SALEM, Or., March 25.—(Special.)—Promoting better acquaintanceship and closer and more lasting relations

There Is an Electric Store

At 211 Morrison, Near First

Where Prices Are Lower

Save 15c A Box of 5 Electric Light Globes \$1.60

We have a 75-watt Nitro Lamp which will effectively replace a 100-watt Mazda Tungsten, saving about 25 per cent current. Ask to see it.

Electric Irons (complete with cord and stand) ..\$3.50
No. 14 House Wire (Saturday special) per foot. 2½¢
Key Sockets (Saturday special)50¢
½ lb. Friction Tape35¢
Mazda Lamps, 10, 15, 25, 40 and 50-watt.35¢
Hot Shot Batteries (a saving of 10c)\$2.90
Dry Cell Batteries (for door bells, gas engines) ..45¢
Double Sockets (for lamp and electric iron) ..\$1.20
Electric Light Extension (8-ft. cord and plug) \$1.25
Flashlights (largest displays in Portland) 95¢ to \$4

We Repair Your Flashlight Free of Charge
We Guarantee Our Batteries Strictly Fresh

Gas Mantles, Burners and Globes

We Repair Electric Irons and Electrical Appliances
Special Equipment for Re-charging Magnets

EVINRUDE ELECTRIC STORE

Evinrude Motors—Electrical Supplies—Phone Marshall 1765
211 Morrison, Near First. Look for the Sign, Electric

Last Week

of the

Free Moving Picture Show

at our salesroom of the most daring motor drive ever made by two young girls to the bottom of what is known as the "Devil's Punch Bowl."

Also the trip of the Maxwell "Yank" into the desert—the most thrilling automobile motion picture ever filmed.

You Will Never Forget It

COME TONIGHT

We have increased our seating capacity. The public is invited from 7:30 to 10 P. M. all this week. Come, and bring your friends.

C. L. Boss Automobile Co.

615-617 Washington St. Portland

among its members is the purpose of the Oregon Alpha association of Sigma Alpha Epsilon, which filed articles of incorporation here today. The trustees are Robert J. Christman, W. Brewster Hayes, William A. Smart, Herman J. Abraham, Charles Chandler and George A. Powell and the estimated value of the property of the association is \$3000. Headquarters will be at Corvallis. D. P. Argo, H. Soderberg and B. W. Alcott have incorporated the Portland Motor Sales company, with a capital stock of \$10,000. Headquarters will be maintained in Portland.

The Great Saving

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in the FIVE pound vacuum packed can, is realized more and more by the thrifty housewife everywhere.

First in Flavor—Unsurpassed in Quality and Economy.

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