

CABINET CONSIDERS BIG POWER PROJECT

Atlantic Seaboard Proposal
Stupendous One.

VAST POSSIBILITIES SEEN

Assertion Made That by Development
of 50,000,000 Tons of Coal
Would Be Saved Annually.

WASHINGTON, D. C., April 7.—(By the Associated Press.)—The proposed "super-power project" for the Atlantic seaboard, between Boston and Washington, was taken up by President Harding and his cabinet today during a general discussion of the coal strike as a means of minimizing the economic effects of similar strikes in the future. The discussion was said to have been most thorough, although no definite conclusions were reached.

The discussion was based on the report of a commission of engineers for such a project which was submitted to congress nearly two years ago and has since lain dormant. Secretary Hoover, who was a member of the engineers' commission, submitted the proposition for discussion today and it was said that the cabinet intends to continue its study of the subject with its possibilities of "opening a new era" in the power field.

Another phase of the power situation in this country said to have been discussed at the cabinet meeting was the possibility of developing hydroelectric power along the Colorado river and other waters of the west.

Large Saving Possible.
The Atlantic seaboard super-power project, according to engineers, would save \$5,000,000 tons of coal annually and in addition stabilize the coal industry by providing regular employment at the mines.

"Under the scheme worked out all industries in the super-power zone on the Atlantic seaboard, described in the report as 'the finishing shop of American industry,' all industries, railroads and other consumers of electricity, would be supplied by a unified power system.

Large generating plants would be erected at strategic mining centers convenient to the larger industries which would feed into a great power line and then out to consumers.

The project as conceived would not entail any outlay of money by the government, it was said, but contemplates the erection of one unit at a time through financing by the operation of public utilities and other large power companies and users of electricity. The cost, it was said, probably would be between \$200,000,000 and \$300,000,000.

Many States Affected.

The super-power project contemplates power production which would include generation of electricity by steam at tidewater and on inland waters and the utilization of all hydroelectric power obtained economically from rivers within the zone, or within transmission distance.

The zone embraces parts of the states of Maine, New Hampshire, Vermont, New York, Pennsylvania, Delaware and Maryland, and all of the states of Massachusetts, Rhode Island, Connecticut and New Jersey. Within this zone, according to the engineers' report, is concentrated one-fourth of the population of the country, 315 electric utilities, 18 railroads and 95,000 industrial plants.

FUND INTACT IS WANTED

Movement Begun to Block Diversion of Roosevelt Road Money.

ASTORIA, Or., April 7.—(Special.)—A movement is on foot to enjoin the state highway commission from diverting to other road projects any part of the \$2,500,000 fund authorized by the people of Oregon for the construction of the Roosevelt highway, according to information received this morning by A. W. Norblad, state senator, from B. E. Jones of Newport, "father of the Roosevelt highway bill."

Mr. Jones said he had called a meeting of the members of the Roosevelt highway association, to be held in Eugene on the afternoon of April 15, when formal action is expected to be taken to keep the Roosevelt highway fund intact until after the expiration in 1923 of the time allowed congress to make an appropriation similar to the one created by this state. This time limit may be extended by the next session of the Oregon legislature, said Mr. Norblad.

PAY HELD UNDER AVERAGE

University Salaries Less Than in Similar Schools, Says Campbell.

UNIVERSITY OF OREGON, Eugene, April 7.—(Special.)—The present faculty salaries are below the standard of the salaries of similar institutions and the number of students is larger in relation to faculty and equipment than in other colleges of the same size, said President P. L. Campbell yesterday in speaking on the financial situation of the university.

The prevailing attitude in some parts of the state toward the millage tax in its relation to the university was explained. If the proposal to abolish the recent millage tax for higher educational institutions were adopted, it would mean a reduction in taxes of approximately only 1 mill, said President Campbell.

GIRL DIES OF DIPHTHERIA

Other Members of Coos County Family Seriously Afflicted.

MARSHFIELD, Or., April 7.—(Special.)—Members of the family of W. E. Gilstrop, which moved to Gaylord, Coos county, a short time ago from Cottage Grove, are afflicted with black diphtheria. A 6-year-old girl died within a day or so after being attacked. Gaylord is isolated. The family believes the girl had pneumonia. She died 20 minutes after reaching a hospital at Myrtle Point.

The mother and Ethel, a 17-year-old daughter, are ill and not expected to survive. The father and four other children are being treated with anti-toxine.

30 SIGN FOR TRAINING

University Students Will Go to Camp Lewis This Summer.

UNIVERSITY OF OREGON, Eugene, April 7.—(Special.)—Thirty students in the student reserve officers' training corps have signed up to enter the military training camp this summer at Camp Lewis. The students

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Mr. and Mrs. John Parkes Victims of Crash—Several Box Cars Are Demolished.

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Mr. Parkes, who was driving, turned the car sharply across the railroad tracks and failed to see the approaching train until it was too close, according to witnesses. They said he apparently hesitated, then decided that the momentum of his car was too great to stop and opened the throttle. The heavy touring car was met by the huge locomotive before the car could cross the tracks and was hurled 50 feet against a switch stand beside the track, throwing the switch.

The locomotive passed over the wreckage of the car and was shunted off onto a track on which it was a freight train. The mail car crashed into a box car, which was toppled over on its side, damaging cars on each end of it. The mail car then ricocheted against a high bank, broke off a pole carrying the power lines and buried its nose in the bank. The baggage car following was also derailed, the trucks of both being torn up and huge rails were cut off as by a knife.

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