BULK ELEVATORS PLAN ANNOUNCED

Commission of Public Docks Sets Forth Advantages if Bond Issue Passes.

MR. HEGARDT EXPLAINS

All Interests Concerned in Growth of Portland Are United as to Great Need for Storage Facilities Here for Grains.

Just what is embodied in the grain elevator and storage programme of the Commission of Public Docks has been graphically set forth by that body and G. B. Hegardt, chief engineer, by means of perspective plans and a comprehensive statement as to what has been decided on, in advance of submitting the proposition to the taxpayers and public generally at the June election.

All interests concerned in the growth, shipment or manufacture of cereal products are united as to the dire necessity for elevator facilities here. It is not in any sense an experiment, but a preparedness movement, backed by what has been accomplished at competitive harbors and the conviction that the future system will be the bulk movement.

Chief Engineer Hegardt's presentation of the plan, as officially adopted by the Commission, is set forth as follows:

Terminal Plan Explained.

The terminal plan illustrates the elevator facilities which are proposed for this port, to furnish the means for the expeditious and economical handling of grain in bulk. It also provides, in connection therewith, certain facilities for the handling and storing of lumber, steel rails, structural steel, bean oil and other bulk material and freight, for which there is now no convenient accommodations available, the absence of which have for several years been a handicap to the port, and which other ports already have supplied, greatly to their advantage.

The proposed terminal layout is a departure from the usual type of construction so characteristic to this port. In place of the present quay construction, which is a wharf or dock parallel with the river, pier and slip construction have been adopted. It makes possible better connections with present rail lines and a trackage system along the face of the pier, and there is positive economy in the amount of river frontage required for the facilities, which it is necessary to provide for the ships and shipping to be accommodated.

In modern dock terminal construction it is an essential requirement that trackage be provided along the front of a wharf or pier to permit of the direct transference of cargo from vessel to cars and vice versa. In quay construction that is a much more difficult problem than in pier and slip construction, because of the greater amount of land necessary to acquire to bring such trackage to the face of quay dock on anything like workable curves.

The pier and slip construction makes a more compact, and for the accommodation of ships, more efficient terminal than quay construction and is almost universally adopted where this class of construction can be used.

Open Dock Is Advised.

It is proposed to provide for handling and storing grain in bulk and such articles of commerce as have been outlined. The tentative plan shows the elevator with necessary trackage in rear, a two-story dock shed or warehouse along a slip of ample width and across the slip an open dock.

The elevator is of a capacity of 1,000,000 bushels, as a first unit, with space and connections arranged to increase the storage capacity to 2,000,000 bushels, should the necessity for such increase arise. It will be a combined bulk and sack elevator, which is in keeping with the best practice found available at other ports, and enables grain to be shipped as requirements may demand. It will be a modern, fireproof, reinforced concrete structure, the workhouse to contain the elevator legs, automatic scales, smutters, automatic sackers and other machinery. From the trackage provided the grain is unloaded by power-driven unloaders into car pits below the level of the track.

Equipment will be provided for unloading four cars at a time. The storage annex consists of 48 bins, 16 feet in diameter and about 83 feet high, and 85 interspace bins between the circular bins and having the same height. In shipping in bulk the grain is carried by belt conveyors in galleries to the face of the two-story shed and there spouted aboard a vessel. The capacity each belt conveyor provides is about 10,000 bushels an hour.

For grain which is not to be stored or shipped in bulk there will be provided automatic sackers. The sacked grain is carried by a suitable flat-belt conveyor to the second story of the dock shed or warehouse and there stored ready for shipment. Grain which may be received in sacks and is not for bulking in elevator will be handled on the lower floor of the dock shed.

Electricity to Be Used.

The elevator equipment, of course, will be modern in every respect and will be electrically driven and controlled.

The two-story dock shed or warehouse, in addition to the uses already mentioned, also would serve the purpose of taking care of some inbound cargo or cargo to be assembled there in case of congestion at the other municipal docks, doing away with extra harbor moves of vessels, which are strongly objected to by interests controlling the larger class of vessels. The feature will be of distinct advantage to the port.

In the pier and slip construction proposed it is necessary to give the slip a considerable angle downstream to facilitate the convenient docking of vessels, and this, with the position of the elevator, as shown, furnishes a considerable area of filled ground which can be used to good advantage for some special industry and for open storage of raw material, the handling and storage of lumber, rails, structural steel and other heavy bulk freight.

The slip will be of ample width, not only to accommodate the berthed vessels, but also will permit coal and other barges to tie up along vessels moored on both sides of the slip. The slip will be dredged to a depth of 30 feet, or more, at low water.

Across the slip it will be necessary to provide some sort of permanent construction to allow for the safe and convenient entrance of vessels, particularly when there is a current in the river. It is proposed to construct there an open pier or dock, with adequate rail and crane trackage to furnish efficient handling and loading facilities, with the view of giving best possible dispatch to vessels taking on or discharging cargoes of special commodities.

Slip May Be 1000 Feet Long.

It is proposed to make the slip 800 to 1000 feet long, depending on the depth of the property which may be acquired for the intended terminal, so that two vessels may be berthed at one time on either side of the slip, thus providing the greatest possible docking space, and avoiding the necessity of vessels having to go into the stream to make room for other vessels immediately upon completion of loading. The arrangement also permits vessels to dock waiting cargo, particularly wheat. It keeps such vessels out of the channel, where anchorage space at the present time is limited, and, in case of increased shipping, prevents the blocking of the channel by vessels at anchor.

The terminal layout has been planned carefully for future enlargement and the furnishing of additional and greatly increased shed and cargo handling facilities, at a comparatively small cost, as compared with new and separate port development, whenever shipping demands such additional space. The furnishing of covered storage space for the accommodation of general cargo movements may be readily effected in a short time by the construction of a transit shed, either on the open dock across the slip or on that portion of the open dock lying along the harbor line back of the two-story shed. The sub-structure in either case already will be in place, the construction of which requires the greater time and constitutes the largest expense of a terminal, and no additional dredging will be necessary to permit vessels reaching the docks, as this is taken care of in the proposed terminal layout.

While it is possible for the Commission of Public Docks to anticipate to a certain extent, the type of construction to be used in any waterfront development and the facilities which should be furnished to accommodate shipping and different cargoes to be handled, it can do so only to a certain extent, because of the limited waterborne commerce, which during the last couple of years has been handled through the port.

Commission Must Be Ready.

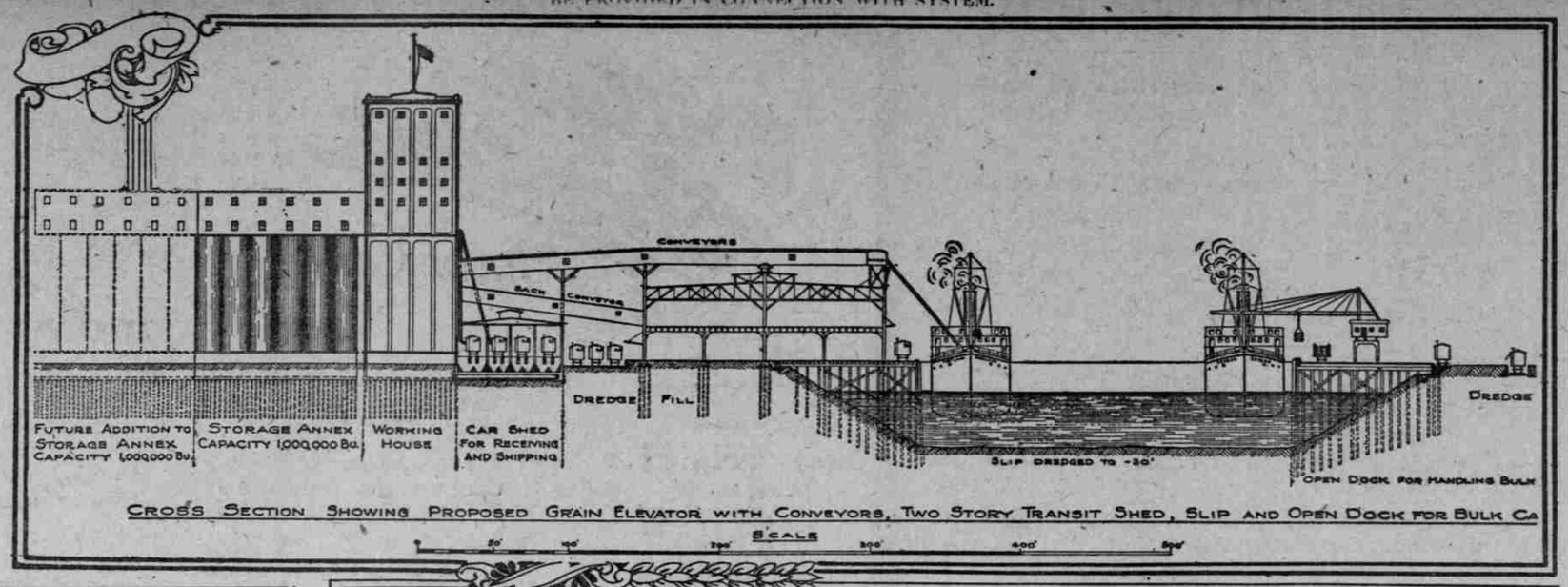
Therefore, it seems imperative that the Commission, at this time, should be placed in the position to be prepared to meet any demand that may be made on it by shipping interests, new steamship lines coming to the port, etc., to furnish such added facilities as may be necessary to care for such special commodities and commodities and cargoes not particularly covered by the terminal layout.

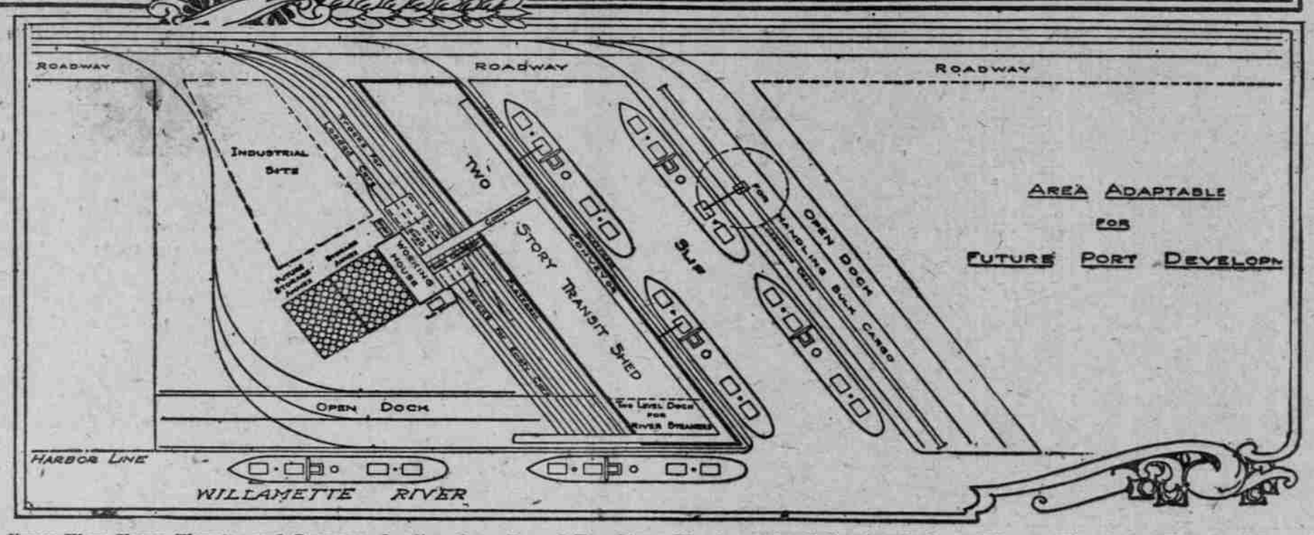
It would thereby enable this port to provide, on short notice, such facilities as competing ports have already supplied or are in a position to provide upon demand, under present authority and with means at their disposal. This would seem an absolute necessity, for either the port must be prepared to accept any and all business offered when normal and increased shipping of the port is restored, or face the necessity of losing it. It is believed no other course than that just outlined would meet with the approval of the people of the city of Portland. There is no middle course.

The proposed bond issue would accomplish this.

The terminal layout planned is applicable to several possible sites on the harbor, so that the Commission of Public Docks is not under the necessity of acquiring any particular site, in case the voters authorize the proposed bond issue of $3,000,000.

GENERAL DRAWING OF FRONT ELEVATION OF PROPOSED PUBLIC ELEVATOR FOR PORTLAND, AS WELL AS GROUND PLAN OF TERMINAL SYSTEM INTENDED TO BE PROVIDED IN CONNECTION WITH SYSTEM.





Upper View Shows Elevator and Conveyor Leading Over Top of Two-Story Warehouse for Delivering Grain to Ships in Slip. Lower View Is of Ground Plan, Six Vessels Being Provided for in Slip and on River Side.

STUDENTS DONATE $300

BELGIAN FUND IS $4500, MORE THAN MARK SET BY WORKERS.

Censor Board Views "Modern Mother Goose" and Believes Picture Is Entertaining to All Ages.

A contribution of $300 from the Jefferson High School "Live Wires" turned in to the Progressive Business Men's fund for the relief of the starving Belgian children yesterday is the largest single contribution yet received and brings the total up to about $4500, or nearly $500 more than the committee expected to have accumulated by last night.

It is expected that a fourth check for $1250 may be sent to New York to the general committee within a few days.

A special meeting of the Moving Picture Censor Board was held yesterday, at which time the five-reel film, "Modern Mother Goose," was shown. Members of the board were enthusiastic about the picture, and said that it is one of the best feature films ever shown in the city. The acting of the 105 child players is remarkable and the picture will prove a delight to the adults as well as the children.

Childhood's favorites, "Captain Jinks, of the Horse Marines," "The Old Woman's Children Who Lived in a Shoe" and "Old King Cole" are all shown in the Fairyland play. The film features the world's youngest movie leading man, Ellis Paul. It will be shown at the Heilig Theater from 1 to 3 and 3 to 5 in the afternoons, and from 7 to 9 and 9 to 11 nights, Friday and Saturday, March 30 and 31, by the Progressive Business Men's Club, for the benefit of the Belgian children's food fund.

A number of local acts will be presented between reels, which will interest both the children and the grown-ups.

Following are yesterday's donations:

Brooklyn School	$ 10.65
Holladay School	16.04
Kerns School	25.94
Franklin High School	20.00
F. D. Luse	5.00
Calvary Presbyterian Church	30.25
Altar Guild, Piedmont Presbyterian Church	7.11
M. E. Reed	12.00
By a group of Portland women	235.00
Cash	5.00
Friend	1.00
Jefferson High School	300.00
Peter Jensen	5.00

HOT IRON EXPLODES TANK

Bus Driver Injured While Soldering Gasoline Container.

When George Wagoner, driver of a Linnton bus, attempted to solder an empty gasoline tank yesterday morning, the resultant explosion threw him far across the room. His face was badly gashed by fragments of flying metal and his escape from more serious injury is considered remarkable.

The explosion occurred at Webber's garage, East Third and Burnside streets. Wagoner had noticed that the gasoline tank on his bus was leaky. He took it off the previous evening and drained it. Yesterday morning he applied the glowing soldering iron, and the accumulation of pent-up vaporized gasoline tore the tank, with a thunderous report, into countless fragments.

"Why will they do it?" queried Fire Captain Roberts, who aided Fire Marshal Stevens in the investigation.

GREAT COMMANDER, LADIES OF THE MACCABEES, HAS BEEN HEAD OF THE ORDER FOR 25 YEARS.

Mrs Frances E. Burns

The Maccabees celebrated their 31st anniversary yesterday, and Mrs. Frances E. Burns, of St. Louis, celebrated her 25th anniversary as great commander. The Maccabees order has a large membership in Oregon and many of the women are personal friends of the great commander.

This order is of interest to women in that it gives death, total and permanent disability, old-age benefits at 70, one-tenth of the certificate being paid annually between 70 and 80.

It was the first order on this continent to give a maternity benefit. It pays $50 on the birth of a child and in two instances has paid $100 on the birth of twins, and is the first order in the United States to mature and pay old-age disability to women.

It has already paid $600,000 for old-age disability.

SALUTE TO FLAG URGED

SPANISH WAR VETERANS WANT PUPILS TO REPEAT CREED DAILY.

Patriotic Instructor Asks Superintendent Alderson to Require Exercises in All Schools.

The display of flags at all schools in the county while schools are in session, and a proper salute to the flag every morning and evening, when the flags are raised and lowered, is asked in a letter sent to County Superintendent Alderson by Dr. R. E. Ellsworth, patriotic instructor of the United States War Veterans, Department of Oregon.

Dr. Ellsworth states in his letter to the superintendent that people generally are lax and careless in their attitude toward the flag, and that exercises of the sort he recommends will do much, he believes, to overcome this tendency. The letter follows:

"Realizing, as I believe most of us do at this time, how criminally lax and careless we have all been with regard to the duty we owe to the Nation and the flag, I, as patriotic instructor, Department of Oregon, United Spanish War Veterans, respectfully request that the United States' colors be properly displayed continually while school is in session at every schoolhouse in your jurisdiction and that the proper salute, by hand, be given the flag upon raising it in the morning and lowering it at night. This act of salutation is not necessarily of a military significance, but rather a declaration of homage.

"I ask that it be impressed upon our school children that our flag should signify as much to them as to the soldier who fights for it; that it is not simply a cloth of beautiful colors, but it is something to keep the soul stirred constantly to highest endeavor; that it is the spirit of the people and the country; that there is no difference between the traitor in war and the traitor in peace, and that the citizen who is corruptly false to the spirit of the Nation, who holds the public honor at a price, bears in his soul the brand of Benedict Arnold and should be an object of contempt to all.

"I further request that the following creed be repeated in unison by the pupils of each department daily:

"'I believe in the God of all nations, who ever ruleth all things for his own great purpose. I believe in my country, America, born in the love of liberty and purified in the fires of maintaining it. I believe in her destiny as the great exemplar of freedom; in her honesty of purpose; in her high ideals for the best service of humanity; a service of which I will be a part and which I will do my best to keep pure.

"'I owe allegiance and honor to her flag and constitution before any other earthly interest, and conceive it to be my highest duty to so live day by day a clean and upright life that later I may be worthy of American citizenship.'"

BEET DIGGER INVENTED

Frank W. Knowles, Portland, Has Asked for Patent for Machine.

Frank W. Knowles, whose home is at 32 East Twenty-seventh street, in this city, and who is working at San Francisco, has filed for patent on a sugar beet digger that is only slightly larger than an ordinary potato digger but is drawn by two horses.

The inventor of the machine, that will be produced at a low cost, expects the digger to revolutionize that part of the industry, as he says that it will be in the reach of all. The invention will complete the mechanical cycle of the sugar beet, making the handling from seed to sugar by machinery.

GUARDS PATROL PIPELINES

Arrangements Also Made to Protect Waterfront and Other Property.

For the protection of the city's pipelines the City Council yesterday authorized the employment of guards to patrol the two lines leading from Bull Run. The men were put to work yesterday.

Arrangements have been completed also for protection of the water-front and other city property by armed guards connected with the Police Bureau. Protection of the water system will include protection of the mains leading to the auxiliary pumping station at Palatine Hill on the Willamette River. Guards will patrol the system day and night.

L. F. PEPIN IS DEAD

Chitwood, in Lincoln County, Loses 39-Year Resident.

Lafayette F. Pepin, the fourth earliest pioneer of Chitwood, Or., Lincoln County, died March 19, after 39 years of continuous residence on the land which he took up in 1873 as a pre-emption claim.

Mr. Pepin and his family came to the wilds of Lincoln County when for miles around there were but three other settlers.

For many years Mr. Pepin was owner and proprietor of a mercantile establishment at Chitwood, which he continued to manage until his last illness.

Besides his widow, Mrs. Flora Pepin, he is survived by five sons: William L. Pepin, Arthur J. Pepin, Fred P. Pepin, Archie D. Pepin and Floyd Pepin, and other more distant relatives in Rosco County, Illinois, where Mr. Pepin was born in 1850.

When Christ Stood on American Soil

HIS PERSONAL MINISTRY AMONG THE ANCIENT AMERICANS.

Establishment of the Church of Christ on This Continent.

BY DR. JAMES E. TALMAGE

Of the Council of the Twelve, Church of Jesus Christ of Latter-Day Saints, Salt Lake City, Utah.

The Church of Jesus Christ was established on the American Continent through the personal ministry of the Risen Lord soon after his ascension from Mount Olivet. The Book of Mormon contains a circumstantial account of this marvelous theophany.

From the time of the migration of Lehi and his people from Palestine to America, six centuries before the Christian era, Nephite prophets had testified of the future birth, earthly life, sacrificial death, and resurrection of the Savior of mankind. It was specifically foretold that the time of the Lord's birth in the flesh would be marked by unusual signs on this continent; a new star would appear; while two days and the night between would be as a continuous day since no darkness would intervent. The prophecies were fulfilled; and from that illumined night the Nephites reckoned their time, the older chronology being superseded by the new.

Then in the Spring of the 34th year following, the land was swept by a holocaust of fury; dense darkness prevailed, linking the nights together with no light of day between; tempests raged; the sea rolled inland; there were thunders and lightnings, and both elevations and subsidences of the earth's surface whereby the topography of the land was greatly changed. Thus was the greatest tragedy of history, the crucifixion of the Lord Jesus Christ, proclaimed in the West; and every feature of the awful cataclysm had been foretold by the prophets.

About six weeks later many Nephites were assembled, earnestly discoursing with one another over the great changes that had been wrought in the land, and particularly concerning Jesus Christ, of whose atoning death the predicted signs had been witnessed in all their tragic details. While thus congregated they heard a voice from above saying "BEHOLD MY BELOVED SON, IN WHOM I AM WELL PLEASED, IN WHOM I HAVE GLORIFIED MY NAME; HEAR YE HIM." (See Book of Mormon, 3 Nephi 11:7). While gazing upward in reverent expectation, the people beheld a Man clothed in a white robe, who descended and stood among them. He spake, saying: **"Behold, I am Jesus Christ, whom the prophets testified shall come into the world; and behold, I am the light and the life of the world; and I have drunk out of that bitter cup which the Father hath given me, and have glorified the Father in taking upon me the sins of the world, in the which I have suffered the will of the Father in all things from the beginning."** (3 Nephi 11:10-11).

As the Lord directed, the people rose from their posture of adoration and one by one came to him and did see and feel the prints of the nails in his hands and feet, and the spear-wound in his side. From among the multitude he chose twelve, whom he ordained with authority to baptize the people after his departure. Besides the ordinance of water baptism by immersion and the laying on of hands for the gift of the Holy Ghost, the Lord established the sacrament of bread and wine, and conferred upon the Nephite Twelve authority to administer in all these sacred rites. He instructed the people in the principles of the Gospel and gave them many of the precious precepts which, prior to his death, he had taught the Jews. He affirmed that in him the Law of Moses was fulfilled, and that instead thereof the higher law of the Gospel would be in force among men.

It will be remembered that in the impressive sermon of the Good Shepherd and the sheep, delivered at Jerusalem, Christ had said: "And other sheep I have, which are not of this fold; them also I must bring, and they shall hear my voice; and there shall be one fold, and one shepherd." (John 10:16). Who that has pondered that passage has not yearned for further light as to its deeper meaning? In his ministry among the Nephites the Lord continued his discourse thus: "And verily, I say unto you, that ye are they of whom I said, other sheep I have which are not of this fold; them also I must bring, and they shall hear my voice; and there shall be one fold, and one shepherd." (3 Nephi 15:21).

Thus was the Church of Christ established in America. About 400 years later it ceased to exist, for the overwhelming tide of apostasy had swept the New as well as the Old World, and by Divine allowance the Nephites fell a prey to their hereditary foes.

Read the Book of Mormon for yourself. It contains a solemn assurance that if you study it with sincere intent you shall know whether it be true or false. Apply for it and for other Church literature to any of the Missions of the Church of Jesus Christ of Latter-day Saints, among which are: Southern States Mission, 711 Fairview Ave., Chattanooga, Tenn.; Eastern States Mission, 33 West 126th St., New York, N. Y.; Northern States Mission, 2555 N. Sawyer Ave., Chicago, Ill.; Central States Mission, 302 South Pleasant St., Independence, Mo.; Western States Mission, 622 West Sixth Ave., Denver, Colo.; California Mission, 153 West Adams St., Los Angeles, Cal.; Northwestern States Mission, 810 East Madison St., Portland, Or.; Bureau of Information, Salt Lake City, Utah.

DANDRUFF GOES! HAIR GETS THICK, WAVY, BEAUTIFUL

Save Your Hair! Double Its Beauty in a Few Moments. Try This!

Hair Stops Coming Out and Every Particle of Dandruff Disappears.

Try as you will, after an application of Danderine, you cannot find a single trace of dandruff or falling hair and your scalp will not itch, but what will please you most, will be after a few weeks' use, when you see new hair, fine and downy at first—yes—but really new hair—growing all over the scalp.

A little Danderine immediately doubles the beauty of your hair. No difference how dull, faded, brittle and scraggy, just moisten a cloth with Danderine and carefully draw it through your hair, taking one small strand at a time. The effect is immediate and amazing—your hair will be light, fluffy and wavy, and have an appearance of abundance; an incomparable luster, softness and luxuriance, the beauty and shimmer of true hair health.

Get a 25-cent bottle of Knowlton's Danderine from any drug store or toilet counter, and prove that your hair is as pretty and soft as any—that it has been neglected or injured by careless treatment—that's all.

Danderine is to the hair what fresh showers of rain and sunshine are to vegetation. It goes right to the roots, invigorates and strengthens them. Its exhilarating, stimulating and life-producing properties cause the hair to grow long, strong and beautiful.—Adv.

CROWD HEARS ORATORIO

"ELIJAH" GIVEN BY METHODIST EPISCOPAL CHURCH CHOIR.

Rendition by Quartet Is Directed Also by Hartridge Whipp—Rehearsals Polish Work.

An audience that taxed the seating capacity of the First Methodist Episcopal Church Friday night listened with much interest and curiosity to a finely-finished rendition of Mendelssohn's oratorio, "Elijah," by the quartet and chorus choir of that church, directed by Hartridge Whipp, baritone. There was curiosity because of the fact that the oratorio "Elijah," rarely heard in this region, has been chosen for presentation by the Portland Music Festival at the music dedication of the Civic Auditorium in June, and people wanted to hear what it is like.

Mr. Whipp and his choir have been engaged in the rehearsal of "Elijah" from the beginning of the Winter season, and consequently are well acquainted with the work. The chorus sang with precision and understanding and due regard for the sacred text.

The soloists were Miss Goldie Peterson, soprano; Miss Annie Mathison, contralto; Charles MacNeil, tenor, and Hartridge Whipp, baritone, with Miss Gladys Morgan, organist, assisted by Mrs. Edith Wyckam, soprano; Mrs. Mitylene Fraker Stites, contralto, and Harold Moore, bass. At the piano were Mrs. Leonora Fisher Whipp and Fred Brainerd. The different solos were particularly well sung, the diction being admirable.

Silverton Resident Passes.

SILVERTON, Or., March 24.—(Special.)—M. Stuart, a resident of this vicinity for more than 45 years, died at his home in this city yesterday after an illness of long duration. Interment will be made today in the Silverton Cemetery. He leaves a wife and two daughters, living in Silverton.

"TIZ" GLADDENS SORE, TIRED FEET

No Puffed-up, Burning, Tender, Aching Feet—No Corns or Callouses.

"Tiz" makes sore, burning, tired feet fairly dance with delight. Away go the aches and pains, the corns, callouses, blisters, bunions and chilblains.

"Tiz" draws out the acids and poisons that puff up your feet. No matter how hard you work, how long you dance, how far you walk, or how long you remain on your feet, "Tiz" brings restful foot comfort. "Tiz" is magical, grand, wonderful for tired, aching, swollen, smarting feet. Ah! how comfortable, how happy you feel. Your feet just tingle for joy; shoes never hurt or seem tight.

Get a 25-cent box of "Tiz" now from any druggist or department store. End foot torture forever—wear smaller shoes, keep your feet fresh, sweet and happy. Just think! a whole year's foot comfort for only 25 cents.

Ringworm—Scalp Sores

If you want speedy help try the D. D. D. Prescription. So easy to apply, not greasy or messy. It washes into the scalp and the relief is instant. Try it today on our *guarantee*.

D.D.D. The Liquid Wash

Skidmore Drug Co.
The Owl Drug Co.

EPILEPTIC ATTACKS HAVE BEEN STOPPED FOR OVER 50 YEARS

by DR. KLINE'S EPILEPTIC REMEDY. It is a rational and remarkably successful treatment for Fits, Epilepsy (Falling Sickness) and kindred nervous derangements.

Get it or order it at any Drug Store—$1.00 and $2.00.

Send for our valuable book on Epilepsy. It is **FREE**

Dr. R. H. Kline Co., Department B, RED BANK, N.J.

DRUGS BY MAIL

If in need of Pure Drugs and Chemicals, Shoulder Braces, Arch Supports, TRUSSES, Elastic Stockings, Abdominal Supporters, Suspensory Bandages for Men, and all other rubber goods of every description, send to the

LAUE-DAVIS DRUG CO.

Reliable Druggists and TRUSS EXPERTS, Third and Yamhill, Portland, Oregon.