

SLOUGH PROJECT FAVORED

Plan Includes Ship Channel as Well as Outlet for Sewage of Peninsula District.

EXPENSE PUT AT \$900,000

Public Works Department Figures on National and State Aid in Movement Giving Portland Additional Factory Space.

Opening up of Columbia Slough for navigation and as an outlet for sewage from the Peninsula District is being promoted by the Municipal Department...

The plan is to dredge the Slough from the Williams River to Blue Lake, about a mile from Fairview avenue, and to dredge an intake from the Columbia River to Blue Lake, making Blue Lake a settling basin where silt may settle and thereby avoid filling the original dredging is completed.

The project would involve an expenditure of about \$900,000, of which it is proposed to have the Federal Government provide \$450,000, the state \$275,000 and a local assessment district, taking in 30,000 acres, \$160,000.

Congressmen Pledge Aid. The Oregon delegation in Congress has been furnished with copies of the proposal and members have agreed to call on their constituents to obtain Federal aid at the present session of Congress.

The channel as proposed, would be 250 feet wide, 14 feet deep at low water, 100 feet deep at high water, and 100 feet deep at the shore lines, at the intake. Such a channel would open up a vast extent of new industrial property and would furnish a means of disposing of Peninsula District sewage.

"This channel," says City Engineer Linsgard in a report on the project, "would give shipping access from the Columbia River near Fairview, down through the industrial district to the junction of the two rivers."

"On the low lands reclaimed by dredging operation, the land owners would probably receive rights of way without additional cost, as after reclamation their land would change from cheap low-water pasture land to high quality agricultural land, and the cost for right of way is anticipated."

Sewage Problem Solved. "With a channel of this size the sewage problem of the peninsula is solved for many years to come. All the outlet sewerage in the Columbia Slough would be on a fixed and predetermined grade of a future intercepting sewer running from Ninety-second street to the junction of the Williams and Columbia Rivers."

"As the peninsula becomes more thickly populated, the time will arrive when the slough sewage system, as it is now, and before that time comes the intercepting sewer should be constructed."

"Under recent legislation I have no doubt that an assessment district can be made and an assessment collected for part of this work."

"This project is of sufficient magnitude to be equalized on a 60, 20 and 15 per cent basis respectively, as an assessment of 10 per cent of the total on the local district would only be a small expense per acre."

"The combination of Government appropriation, state and local assessment, could be equalized on a 60, 20 and 15 per cent basis respectively, as an assessment of 10 per cent of the total on the local district would only be a small expense per acre."

"A district running from the Fairview Road to the outlet and from a drainage contour line south of the Sandy Road and Columbia Slough Road to the Columbia Slough, would include about 30,000 acres. If such district were assessed at \$3 an acre, \$90,000, or 10 per cent of \$900,000, could be raised."

"The 10 per cent for local assessment I consider sufficient, as before the sewers are completed, including the intercepting sewer, an additional assessment of from \$200 to \$300 a lot will have to be borne by local assessment."

"Inasmuch as the modern method of sewage disposal is not waste by draining, but by transforming the sludge into valuable fertilizer, in activated sludge, sewage sludge is looked forward to in the future."

"At the outlet of the proposed intercepting sewer near Nigler Tom Island there exists an ideal site for sewage reclamation which should return to the city considerable revenue for fertilizer."

Large Sewer Proposed. "The intercepting sewer would have a diameter of 48 inches and extend to four feet diameter and ending at the outlet at 16 feet diameter."

"The construction of the intercepting sewer is a question of 10, 15 or 20 years hence, provided the dredging of the slough is undertaken soon to provide a temporary outlet for sewerage."

"As a help to the volume of water in the slough after dredging, part of the water in the Sandy River could be diverted through a conduit, under miles of slough, emptying into Blue Lake. Considerable horse power could be developed by this fall, and reduced to industrial and lighting purposes."

"The development of the Peninsula District will govern the number of sewers to be laid, after the dredging is done, and the construction of sewers will depend upon their necessity. This plan is based on a progressive system to add municipal improvements as they are needed, and not at the beginning of the United States Navy."

Under new regulations, issued at Washington Friday, enlistments and inducements to the United States Navy will be made for the period of the war only. This important change was communicated to Captains E. F. Eckhardt, of the Portland Recruiting Bureau, and to a telegram from the Bureau of Navigation.

In the past, enlistments in the Navy

have invariably been for a period of four years. Coincident with the alteration of the enlistment term comes the closing of the Naval Coast Defense Reserve to applicants.

Local Navy officers believe that since recruits now need only bind themselves to serve for the period of the war, many men, particularly between the ages of 18 and 21, and 31 and 35, will present themselves for enlistment.

Attention again was called by one of the Navy station officers to the fact that registered men used only present a certificate from their exemption board in order to be inducted into this branch of the service.

"I am sure," the officer said, "the registrant who applies to his board for an induction certificate will find it filling out him the documents in willing every instance. We have not yet learned of a case in which the privileges of induction was denied the holder of a certificate."

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Law Less Severe Than Regulations Now in Effect in Great Britain.

Demurrage Charge Made in Britain, Says Senator Hollis, Owner Who Fails to Release Car Within Time Limits May Be Fined and Imprisoned Also.

OREGONIAN NEWS BUREAU, Washington, Jan. 12.—Rules laid down by Secretary McAdoo to compel the prompt unloading of railway cars on arrival at destination are decidedly less drastic than the rules enforced in England. The penalty imposed in the United States is a graduated demurrage charge, while in England, in addition to this charge, the owner who fails to unload his freight may be fined and imprisoned.

Senator Hollis, of New Hampshire, who has been looking up the British method of government railroad operation, recently outlined briefly to the Senate what the British system is, and how it works. He told of the conditions which brought about a more rigid system of operation in Britain, saying:

"The shortage in rolling stock reached an acute stage in 1916. With most factories engaged in producing munitions, new engines and cars could not be supplied, while much equipment was on sidetracks waiting for slight repairs. Steps were taken, accordingly, to get more service out of such cars as were available."

"The difficulty of getting freight cars so that all might be constantly employed were greatly increased by the circumstance that 600,000 freight cars—about one-half the total number—were owned by private concerns. Much opposition arose to effective pooling."

"Beginning, however, with cars cars owned by different railroads, the government succeeded in preventing the transport of empty cars. Freight cars were kept in constant use, with little regard to their ownership by a particular railway."

"The board was further empowered to provide for the prompt handling of freight by making it an offense to fail to load or unload in accordance with the rules provided. Drastic steps had become essential in this regard."

"One authority stated that 'there was no shortage of railway wagons, but only of empty wagons.' To meet this need it was finally provided in March, 1917, that a freight train was to be made up of a certain number of days for unloading at stations and private sidings and wharves and four days at ports."

"Passenger traffic was also brought into line. Many passenger trains were canceled. Express service was slowed down. Reservation of seats and compartments was discontinued. Sleeping accommodations in Pullman cars were curtailed. More steps of express trains were ordered. Excursion and cheap tickets were abolished."

"And finally, January 1, 1917, passenger rates were advanced 50 per cent, excepting traders' tickets, workmen's and some tickets. This increase was not to raise more revenue, but to discourage travel."

Senator Hollis pointed out that strikes by railroad employes in England are not permitted, and that an arrangement entered into between the railway employees and the government, their differences are being adjusted by arbitration. He stated that employes have laid aside their old demands, and the government, recognizing the increasing cost of living, has three times granted wage bonuses to railroad employes to meet this cost. These bonuses are distinctly understood to be for the war period, to end with the restoration of peace, and are not to be regarded as a precedent. Concluding, Senator Hollis said:

"From the beginning of the war the unions have insisted that women employed to fill the places of men should be paid the minimum rates for men in similar positions. In August, 1915, this demand was met by the railway companies, together with an agreement that the employment of women should not prejudice the re-employment of men at the close of the war nor the general question of the employment of women."

Portland and vicinity—Rain; fresh southerly winds. Washington and Oregon—Rain; fresh southerly winds.

EDWARD L. WELLS, Meteorologist.

TOO LATE TO CLASSIFY.

THREE BUNGALOWS. 8 rooms, bath, fireplace, in basement, paved street, Irvington district; must be sold. \$1800 cash, \$250 cash, balance on 6 months. 212 W. 23rd St. C. of C. bid.

POSITION open for a first-class egg and butter man, on 24 hours a day, full charge of a department wanted; correct references, whatever you have. Address J. 2074 Stark.

ONE housekeeping suit, nicely furnished, water, porch, use of bath, phone; no children; reasonable rent. 60 W. 21st.

LADY bookkeeper, efficient in detail work, must write good plain business hand and be first class penman; permanent and good position with reliable firm. N. 55, Oregonian.

Wanted—Wanted to trade equity for clean clothing, scrubbing or mending, or will take stock or dairy cows in exchange. 212 W. 23rd St. Address J. 2074 Stark.

WANTED—Man to take orders and deliver goods. Horton, 437 E. Broadway, Multnomah station.

STAMPER and perforator in specialty shop; 200 familiar with fine needlework. M. 70, Oregonian.

FOR SALE—Second-hand lumber and brick; also doors, windows and wrecks. 424 E. 12th St. Phone 1234.

WANTED—Experienced girl for housework, good home. 326 Multnomah st. near Broadway.

WOULD like to get in touch with parties grubbing or clearing land. M. 2025 Stark.

BEST cash offer for modern house in Woodlawn. Must be sold in two weeks; also furniture. 247 Irvington. Call 1234.

TOO LATE TO CLASSIFY.

STENOGRAPHER, bookkeeper, expert typewriter, general office, retail office work, adding machine, cashbook, etc. 212 W. 23rd St. C. of C. bid.

FOR SALE—West side grocery, downtown district, good transient trade; no cutting stock; 212 W. 23rd St. C. of C. bid.

YOUNG woman of good character and excellent musical talent, desires position in doctor's office, dentist's office, labor 967.

COMPETENT woman wants work on ranch or share and some wages; 2905, 29th St. Call 1234.

FOR RENT—8 rooms, modern house, 287 N. 21st. Garage or without. A or Broadway 2474.

FOR RENT—Brown wicker baby buggy, good condition; also Maytag washing machine. Phone East 5555.

THE JEFFERY—Newly furnished 2-room house, 212 W. 23rd St. C. of C. bid.

FOR SALE—cheap, collapsible baby buggy, 212 W. 23rd St. C. of C. bid.

HIGH-GRADE piano, good as new, cheap for cash. 145 11th St. Main 1500.

FOR RENT—Cabinet photograph with records of first letter. M. 70, Oregonian.

20 ROOMS, housekeeping, everything modern; must sell quick; have to go East; call buyers only. 212 W. 23rd St. C. of C. bid.

WANTED—Experienced man to work prunes orchard. M. 72, Oregonian.

GIRL to assist with general housework, 212 W. 23rd St. C. of C. bid.

PLACE where mother can leave baby part of night if desired. Call Marshall 330.

\$3000 HOME, \$2900 Monday; \$500 needed to this change. 212 W. 23rd St. C. of C. bid.

4-ROOM furnished flat. Call 1054 Portsmouth ave.

WANTED—Lady to do housework and take care of baby. 212 W. 23rd St. C. of C. bid.

WANTED—\$700 loan, secured by acreage near city. J. 200, Oregonian.

WOMAN wants cooking for small crew; have 212 W. 23rd St. C. of C. bid.

WILL trade my canary singer for suitcase in good condition. Main 5496.

CLASSIFIED AD. RATES

One time 10c per line. Per line. Same or more consecutive times, 10c. Same or more consecutive times, 10c.

THE WEATHER.

PORTLAND, Jan. 12.—Maximum temperature, 50 degrees; minimum, 44 degrees.

STATIONS.

Baker 42, 28.0, 16.4, 4.8, N. Cloudy. Astoria 42, 28.0, 16.4, 4.8, N. Cloudy.

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Portland Business Bulletin

This directory is for the information of the public to give as far as possible the different lines of business which the average person may find occasion to use. Any information which cannot be found here will be gladly furnished by phoning Main-7070 or a business House 40.

ACCOMMODATION FLEETING. HERMISTITCHING TO A YARD. FLEETING. ALL LATEST STYLES. EASTERN NOVELTY CO. 85 1/2 5TH ST. BETWEEN OAK AND STARK STS. BROADWAY 2300.

ASSAYERS AND ANALYSTS. MONTANA ASSAY OFFICE, 142 Second—Gold, silver and platinum bought.

AGATE CUTTERS AND MFG. JEWELERS. AGATES cut and polished; jewelry and metal repairing. 212 W. 23rd St.

ATTORNEYS. U. S. PENNSON obtained; other Government claims prosecuted. Write H. 847, Oregonian.

AUTOS WITHOUT DRIVERS. NEW CARS reasonable rates. City Garage, 212 W. 23rd St. C. of C. bid.

BARBER SUPPLIES. OREGON BARBER SUPPLY CO.—We buy and sell all kinds barber supplies. 250 1/2 W. 23rd St. C. of C. bid.

BOAT BUILDERS. O. P. GRAHAM, commercial and deepsea boat building and in stock. Foot Lowell st.

CANCER. L. M. JONES, M. D.—CANCER TREATED. 512 MORE ST. C. of C. bid.

THE IRWIN-HODSON COMPANY. 187 Washington. Bldg. 454. A. 1254.

CHIROPRACTISTS. William, Estelle and William, Jr. Deveney, D. C. 1000 Broadway. 212 W. 23rd St. C. of C. bid.

SICK PEOPLE: Dr. McManis, Portland, 1000 Broadway. 212 W. 23rd St. C. of C. bid.

ELECTRIC MOTORS. FOR SALE—ELECTRIC MOTOR. L. A. WALKER ELECTRICAL WORKS, 413 Burnside. Broadway 5674.

EYE, EAR, NOSE AND THROAT. Dr. F. Casaday, treatment, glasses fitted. 100 E. Burnside. Broadway 2100.

FLUFF RUGS FROM OLD CARPETS. Rugs, Brussels, Smyrna, Axminster, rag rugs, etc. 212 W. 23rd St. C. of C. bid.

CARPET CLEANING, REFITTING, ETC. Rugs cleaned and steamed. \$1.00. 41-50 Union Ave. N. East 5616. B. 1478.

WHOLESALE AND MANUFACTURERS. AUTO AND BUGGY TOPS. DUBUILLE BUGGY TOP CO. 9th & Oak.

GRAIN MERCHANTS. PACIFIC GRAIN CO. 10th & Trade bldg.

DRY GOODS. L. DINKELSPIEL CO. Furnishings, Notions, Groceries, 12th & 13th Sts.

GROCERIES. WADSWORTH & CO., 60-75 Front st.

HATS AND CAPS. THORNTON HAT CO., 38-50 Front st.

PAINTS AND LUBRICATING OILS. W. F. FULLER & CO., 12th and Davis sts.

DIED. SMITH—In this city, Jan. 11, William H. Smith, aged 52 years, late of 3204 1/2 10th st. Notice of funeral hereafter.

FUNERAL DIRECTORS. EDWARD HOLMAN, Pres. W. J. Holman, Sec. J. E. Werlein, Treas.

THE EDWARD HOLMAN UNDERTAKING CO. Established 1877. THIRD ST. CORNER OF SALMON. A Modern Spacious Family Room With Private Entrance.

PERIODIC FUNERAL SERVICE FOR LEAS. MILLER & TRACEY. Independent Funeral Directors. Wash. st., bet. 20th and 21st. West Side. Main 2991. Lady Assistant. A 184.

J. P. FINLEY & SON, Progressive Funeral Directors. Private Residence, 1415 Commercial. MONTGOMERY AT 1415. A 1099.

ERICKSON Residence Undertaking Parlor, 12th and Morrison sts., Main 634. A 2235.

DUNNING & MCNEIL, funeral directors, Broadway and Pine street. Telephone 430. A 4058. Lady attendant.

F. S. DUNNING, INC. THE GOLDEN RULE UNDERTAKERS. Broadway and Pine street. Telephone 430. A 4058. Lady attendant.

MIL AND MRS. W. H. HAMILTON, Funeral Service. 1973 E. Gilliam. Astoria 4213.

P. T. LEROY, East 11th and Clay streets. Lady attendant. East 781. B. 1498.

A. R. ZELLER CO., 592 Williams Ave. BREWES UNDERTAKING COMPANY, 3d and Clay. Main 4152. A 2421. Lady attendant.

CEMETERIES. BEAUTIFUL—MOUNT SCOTT PARK CEMETERY. Lowest Prices—Best Service. No expense after interment. Prices lower than other cemeteries.

RIVER VIEW ABBEY MAUSOLEUM. Taylor's Ferry Road, End River View. The only crisscross method of burial. Snow-white, always dry, sanitary tombs. Permanent title and endowment; \$200 up. 212 W. 23rd St. C. of C. bid.

JNO. B. COFFEY MORTGAGE LOANS. Insurance, Surety Bonds. 301 WILCOX BLDG. Main 702. A 3762.

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