

## BRIDGE ESTIMATED TO COST \$1,600,000

### Proposed Span for Willamette River Surveyed.

#### PLAN TO GO ON BALLOT

Additional Outlay to Property Owners for Widening Street Is Put at \$271,000.

The total cost of a proposed new span across the Willamette river to relieve congestion on the present bridges, to be erected from Beacon street on the east side, would approximate \$1,600,000, exclusive of the additional cost to property holders for widening and putting the approaching streets into shape, in the opinion of City Engineer Laurence W. Commis... [text continues]

#### Measure to Go on Ballot

The commissioners have agreed to place the measure for the bond issue for this structure on the November ballot after wearing the recommendation of the bridge committee composed of delegates from the various city districts. The decision to locate the proposed new span at Beacon street was not unanimous, for there are many supporters of the plan to locate the proposed structure at Sellwood, to replace the present Sellwood ferry.

#### Street Widening Planned

The improvements in the streets providing the approach to the bridge would consist of widening Beacon street from Milwaukie street to Grand avenue, a distance of 11 blocks, to 40-foot width, and installing pavement, while on the west side, Corbett street from Front street to Grand avenue, and Kelly street would be widened and paved in a similar manner.

#### Advantages Pointed Out

Members of the committee advocating the erection of the new span point to the fact that no draw span would be needed, that the span provides a continuous roadway for the entire southeastern portion of the city and other points to the south outside the city limits, divert traffic from the present bridges, which are at present badly congested during the rush hours, and lessen the need for a ferry service.

#### Yearly Cost Put at \$63,333

Advocates of the Beacon-street site declare that at the next session of the legislature a bill will be introduced in the Multnomah county to use the profits from the interstate bridge to defray as far as possible the expense of building the Ross island or Beacon-street span, and the Burnside span. It is said that in the event the Ross island bridge is constructed that there will be an average yearly cost, based upon 30-year serial bonds at 5 per cent, of \$93,332 for the principal and interest. With an estimated county valuation of \$310,000,000 it is declared by the bridge supporters that a levied tax of 25 cents on each \$1000 will raise more than sufficient revenue to pay for the bonds, bond charges and maintenance.

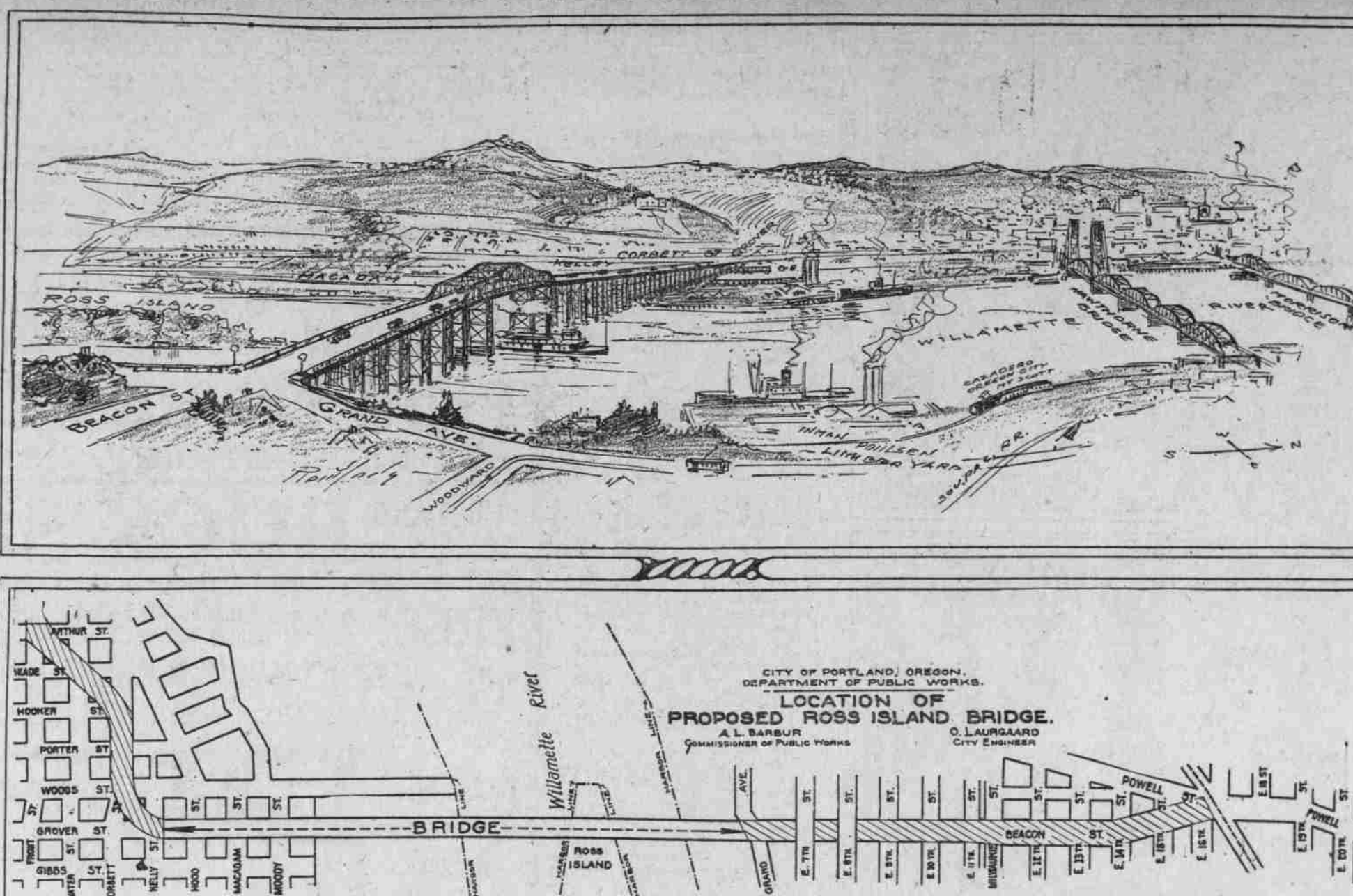
#### PROFITS EASY TO MAKE

#### Auto Repair Shop Men Arrested on Charge of Larceny.

George Misner and Nick Jacobson, proprietors of a small automobile repair shop near 13th and Washington streets, have attracted an economical method of keeping their place of business stocked, according to alleged confessions made following their arrest by Deputy Sheriff Schirmer and Lamont.

They admitted that for the past year at least they have found it less expensive to steal tires, batteries, accessories, motors, etc., than to buy them, according to the arresting officers. They did not pick out strangers always but even purloined from their customers, if the identification of two tires, made yesterday by John B. Justice of 709 Sixteenth street, was correct. Both men are held in jail on larceny charges.

## LONG SPAN WITHOUT LIFT OR DRAW IS PROPOSED BY ADVOCATES OF NEW BRIDGE ACROSS THE WILLAMETTE RIVER TO BE BUILT AT BEACON STREET.



Above—Artist's sketch of the proposed new span to be erected above the Hawthorne bridge to supply adequate artery into the business district of city from Foster road and Powell Valley road districts. Below—Shaded streets are where improvements will be necessary to provide suitable approaches to proposed new bridge. Widening of streets and pavement will be necessary.

## BEESWAX SHIP DECLARED TO HOLD MANY SECRETS IN CONNECTION WITH EARLY HISTORY OF OREGON

Legends Growing Out of Wrecked Vessel and Buried Treasure Said to Be of Vast Import to Literature, Regardless of Whether or Not Stories Can Be Run Down and Established as Facts.

BY DR. JOHN B. HORNER, Professor of History and Director of Oregon Historical Research, Oregon Agricultural College, Corvallis, Sept. 23—(Special).—Were we familiar with the ancient marine tragedies of the Pacific northwest we would know more concerning the genesis of the American Indian and the origin of certain Asiatic features that he possesses; and we might understand how it came about that there were Indians along the Columbia river with blue eyes, red hair and Caucasian faces before the advent of the fur trader; also it might be easier to explain the striking resemblance of certain ancient Japanese hieroglyphics and those carved in the basaltic cliffs of the Columbia.

As early as the Lewis and Clark expedition evidence of wrecks along the Oregon coast was obtained. H. H. Bancroft gives dates when British, Spanish, Chinese and Japanese ships went down, prior to the discovery of Oregon; and there were all probably marine tragedies more ancient than any of these.

#### Beeswax on Shore

Tons of beeswax from an unknown source have lain exposed along the Nehalem shore. Also there is the submerged hull of an old but strange ship near by. Not far away are inscriptions on various stones, called "hieroglyphic rocks," which were evidently intended to direct someone to an important point. These have been used in support of the Indian legend that centuries ago a Spanish ship, carrying a cargo of beeswax, was wrecked by pirates at Neah-Kah-Nie cove, that chests of treasure were taken from the ship and buried in the side of the mountain, and to prevent the superstitious Indians from disturbing the treasure a black man—presumably a negro—was buried with

the chests. Many have sought the "hidden treasure," and some believe that it was found.

Dr. C. E. Linton, pharmacist at Waldport, Or., an author of "The Earth Motor," "The Storm's Gift" and a number of other Jules Verne stories of the Yachats coast, made some study of the "Beeswax Ship," of which he says:

#### Spanish Word Clarified

That of Carney or Necarney, applied by many, comes from the Spanish word "carne," meaning meat or flesh. She says her people learned it from the Spaniards wrecked here at the time of the treasure ship. The men pointed to the elk grazing on the mountain side and called them "carne." Thomas H. Rodgers has probably done more with his pen than any other person to call attention to the mysterious "beeswax ship." He says: "My book, 'Nehalem,' had its inception in the discovery of a large chunk of beeswax on the sandspit north of Cape Mearns many years ago, and a mammoth beeswax candle displayed in the office of the Tillamook Headlight.

H. H. Bancroft gives it as Neah-Kah-Nie, and some believe that it was found.

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#### Brass Cannon Found

"On the Neah-Kah-Nie beach was a brass cannon, which an aged Indian, Joe Sattin by name, told me had come from a ship that had been wrecked in his grandfather's time. He also stated that he had often seen the wreck. This cannon may or may not be the one on Cannon beach. "From Sattin I received the impression that the ship came from the south, Spanish coast, and upon examining the wax candles I concluded that the ship was bound for some mission further north, and that the wax may have been intended for the Greek church missions in Alaska, then owned by Russia, but now by America."

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#### Old Volume Quoted

In "A Voyage Around the World," written by Commodore Byron, May 9, 1766, the author says in chapter five: "There were at that time 26,000 Chinese goldsmiths, manufacturers and brokers engaged at Manila making and obtaining articles which are annually sent to Acapulco—principally to the Jesuits, being a donation to support the millions for the propagation of the Catholic faith." Wax is so plentiful that they make no other candles, and never burn lamps. . . . The bees are of several kinds, some of them being very large, and make their combs in the woods, producing such quantities of honey as would almost subsist the natives." This indicates that the wax now found along the Nehalem shore may have been shipped from the Philippines.

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#### Wheat Adds to Work

While Portland car receipts of wheat were 5622 up to yesterday for the same period last season 10,267 cars had reached tidewater, and it is pointed out as indicating there would be little reason for congestion with at least equal facilities for unloading and storage as were available last year for Portland work.

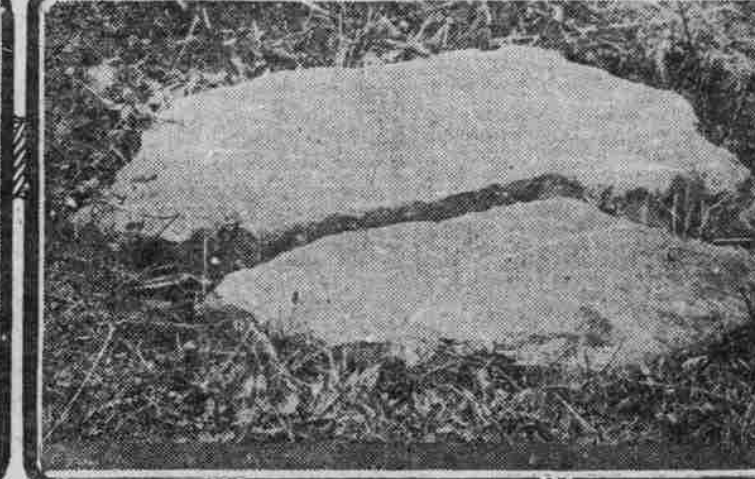
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#### Chemist Report Cited

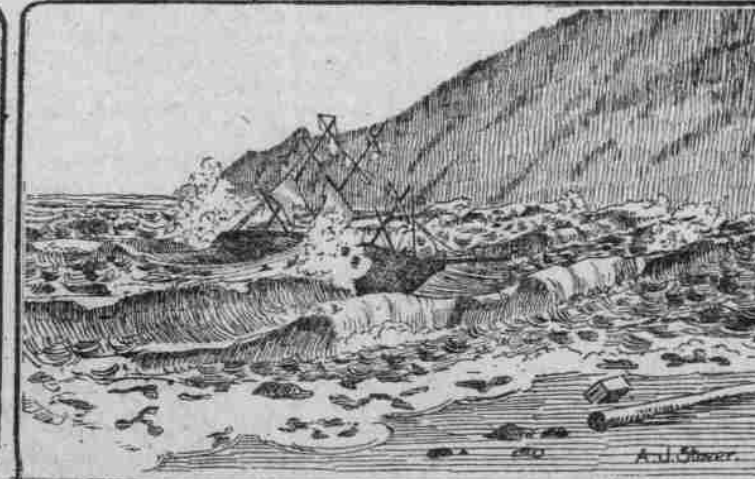
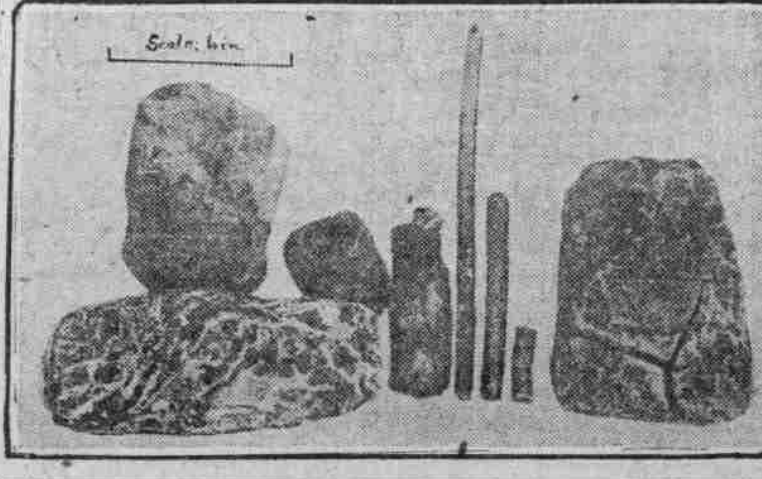
An experienced chemist who examined a piece of stone for Talapus, the writer pronounced it to be beeswax, and his findings are conclusive. It is possible, however, that in collecting the beeswax, they have been convenient, if not necessary, to take both beeswax and mineral wax and that some of the candles were made by the Indians using ozoerite. Moreover, Dr. Floyd E. Rowland, industrial chemist of the Oregon Agricultural college, has discovered that some of the candles found with the wax are not beeswax, nor paraffin, nor ozoerite; but that they are animal fat—probably tallow.

### NEHALEM "BEESWAX" AND PICTURE OF SUPPOSED WRECKED SHIP.



"Hieroglyphic Rocks" of Neah-Kah-Nie. Photograph by J.B. Horner, 1922.

Wreck of the Beeswax Ship.



Wax Found on Neah-Kah-Nie Beach, June 1922. By Emil G. Nordvall. Nick of Shortest Candle Is Perfectly Preserved.

Wreck of the Beeswax Ship.

## GRAIN SHIPPERS RESIST SEATTLE'S CHARGE

### Diverting of Wheat Cars Held Not Retaliatory.

#### DOCK SPACE PLENTIFUL

#### Washington Department's Report of Congestion in Portland Is Erroneous.

Grain and shipping circles yesterday resist with interest a declaration published in Seattle of alleged discrimination by railroad lines in favor of Portland in handling wheat to tidewater, and that the roads had failed in promises to lift an embargo against Seattle. In addition the publication of a copy of a telegram shown to have been sent to the interstate commerce commission by the Washington department of grain growers, in which it was said a vessel had been diverted from Portland to Seattle because of a congestion here, was resented.

There is no semblance of a congestion at Portland as regards the unloading of wheat, according to those in touch with conditions at tidewater. Of 5022 cars of wheat reaching Portland during July 1 and yesterday, 1690 cars had been unloaded for the season at terminal No. 4 alone up to noon and it was asserted cars then on the tracks would be unloaded in a day and a half. Demurrage has not been paid on a single car of wheat at the terminal this season, declare representatives of the commission of public docks.

#### Billing to Seattle Refused

The Seattle disturbance grows out of alleged refusal on the part of the Spokane, Portland & Seattle railroad of the O-W. R. R. to bill cars of wheat for the Gray-Rosenbaum Grain company from eastern Washington points to Seattle. The attitude of the rail lines is declared the result of having their cars held by other roads, not being returned with empty shells, or being loaded for points on the owning line.

The Gray-Rosenbaum interests lease grain elevators and facilities at Seattle from the Seattle port commission and at Portland they are using the municipal grain elevator at terminal No. 4, as is the other wheat growers' association. Up to October 15 the Gray-Rosenbaum grain company has not been unloaded for the season at terminal No. 4, as is the other wheat growers' association. Up to October 15 the Gray-Rosenbaum grain company has not been unloaded for the season at terminal No. 4, as is the other wheat growers' association.

#### Witnesses Are Cited

Mr. Clark was a careful, conscientious writer, who in this instance mentions as his witness, John Hobson of Astoria, Thomas Lintville and Adolph Dekum of Portland and a Mr. Howell, in the book which was published at the lifetime of these men. Also other reliable writers have reported similar inscriptions on blocks of wax found on the Nehalem beach; and it may be stated further that the presence of the letter symbols on the wax and the cross on the "hieroglyphic rock" is a coincidence that links the wreck of the "beeswax ship" closer to the curiously carved stones.

That a ship carrying much beeswax was wrecked here is without question. No story of the Nehalem country has ever been written without reference to it. There seems to have been some difference of opinion among scientists as to the true character of the substance, some claiming that it is a form of mineral wax while others positively say it is beeswax. Most authorities hold to the latter opinion.

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While Portland car receipts of wheat were 5622 up to yesterday for the same period last season 10,267 cars had reached tidewater, and it is pointed out as indicating there would be little reason for congestion with at least equal facilities for unloading and storage as were available last year for Portland work.

#### Eastern Sailor in Port

Vessel Berths at Terminal No. 1 With Far-East Cargo.

With copra, hemp and general freight from the Philippines, China and Japan, the steamer Eastern Sailing of the Columbia Pacific Shipping company's line arrived yesterday, reaching Astoria shortly after 6 p.m. The vessel is to be berthed here to berth at terminal No. 1. She is due to leave on the return to Astoria on September 25. The steamer Hokkaido, which is to be berthed here to berth at terminal No. 1, is due to leave on the return to Astoria on September 25. The steamer Hokkaido, which is to be berthed here to berth at terminal No. 1, is due to leave on the return to Astoria on September 25.

#### Warrenton River Being Deepened

ASTORIA, Or., Sept. 23.—(Special).—The channel improvement work now in progress in the Shown river will give the little city of Warrenton a depth of 25 feet of water leading from the Columbia river to the town. The steam schooner Halco finished loading 900,000 feet of lumber there yesterday, the largest single cargo ever shipped from that point, and as soon as the present dredging work is completed much larger steamers will be able to enter the stream.

#### SCENIC ROAD PROPOSED

Inland Route From Portland to Beaches Is Suggested.

CLATSkanie, Or., Sept. 23.—(Special).—County Judge Cornelius of Clatskanie county is seeking the support of Columbia and Washington counties for a new state highway or "inland route" from Portland to Astoria and the Clatskanie beaches. In a letter published here, Judge Cornelius states that Clatskanie county is ready to turn over 15 miles of hard surfaced road and a graded road bed from Astoria to the Columbia county line at Vesper.

## CAT 'N' FIDDLE IS BACK

### Popular Confectionery Store Gets Five-Year Lease.

The Cat 'N' Fiddle, for years one of Portland's popular confectionery stores, located on Broadway between Alder and Madison streets, will reopen, it was announced yesterday as a result of a five-year lease taken on property at the southwest corner of Park and Alder streets. Extensive alterations and improvements will be made in the property to prepare for the reopening.

#### DAILY CITY STATISTICS

Vancouver Marriage Licenses.

24, of Clatskanie, Wash., and Rosa Arana, 25, of Portland.

24, of Portland, and Carl B. Yelverton, 24, of Portland, and Carl M. Gilbert.

LEBEC-PATERSON—Harry A. Lebec, 28, of Portland, and Melva Patereson, 26, of Portland.

COX-KING—Robert Cox, 27, of Ridgefield, Wash., and Melva King, 25, of Ridgefield, Wash.

ROBINSON—Wayne Kruska, 24, of Portland, and M. Jacqueline Moore, 24, of Portland.

COFFMAN—Butterfly—William Dan's Goodman, 41, of St. Helena, Or., and Mrs. Annie M. Coffman, 35, of St. Helena, Or.

PARSONS-STUART—John C. Parsons, 28, of Portland, and Doris W. Stuart, 26, of Portland.

BERRY-TAPPSCOTT—James H. Berry, 40, of Portland, and Myrtle Tappscott, 37, of Portland.

KOENIG—Koenig—Charles H. Koenig, 33, of Battle Ground, Wash., and Irene A. Church, 35, of La Center, Or.

BAUDACH—CUNNINGHAM—Maurus Baudach, 24, of Clatskanie, Wash., and Mrs. Annie R. Cunningham, 23, of Clatskanie, Wash.

MOHR-HEAM—Frank R. Mohr, 28, of Clatskanie, Wash., and Louise L. Heam, 26, of Clatskanie, Wash.

GIBBON-SWANSON—Floyd S. Gibbon, 27, of Portland, and Elizabeth Swanson, 25, of Portland.

EDWARDS-THOMAS—Harry Edwards, 25, of Clatskanie, Wash., and Mrs. Thomas, 27, of Vancouver.

#### DAILY METEOROLOGICAL REPORT

PORTLAND, Sept. 23.—Maximum temperature, 75 degrees; minimum, 50 degrees. Rain falling at 9 A. M., 4.8 feet. Range in last 24 hours, 25.3 to 78.2. Total rainfall since September 1, 1922, 36.63 inches. Normal rainfall since September 1, 1922, 38.6 inches. Deficiency of rainfall since September 1, 1922, 1.97 inches. Total sunbeams since September 1, 1922, 2,195. Normal sunbeams since September 1, 1922, 2,195. Deficiency of sunbeams since September 1, 1922, 0.00 sunbeams. Wind velocity, 54 per cent; at 5 P. M., 30 per cent.

#### THE WEATHER

Station	Temp	Wind	Weather
Baker	48	100	RR Cloudy
Bohater	48	20	RR Cloudy
Booth	50	120	RR Cloudy
Chiloche	60	34	SV RR Cloudy
Chiloche	60	34	SV RR Cloudy
Dayton	54	80	RR Cloudy
Dayton	54	80	RR Cloudy
Dayton	54	80	RR Cloudy
Dayton	54	80	RR Cloudy
Dayton	54	80	RR Cloudy
Dayton	54	80	RR Cloudy
Dayton	54	80	RR Cloudy
Dayton	54	80	RR Cloudy
Dayton	54	80	RR Cloudy

#### FORECASTS

Portland and vicinity—RR: southerly winds. Oregon—RR: in northwest portion, fair; elsewhere moderate southerly winds.

Washington—RR: in west, cloudy in east portion; fresh southerly winds.

## Good Books

will never be cheaper. Fill up those empty book shelves with some of the following mentioned sets:

- Irving's Works, 15 Vols. \$10.00
- Charles Lever, 9 Vols. \$10.00
- Kipling's Works, 10 Vols. \$12.50
- O. Henry's Works, 12 Vols. \$12.50
- E. Marion Crawford, 25 Vols. \$12.50
- E. P. Roe's Works, 19 Vols. \$10.00
- Eugene Field, 10 Vols. \$12.50
- Young Folks Treasury, 12 Vols. \$12.00
- The Children's Hour, 10 Vols. \$15.00
- Library of Oratory, 15 Vols. \$15.00
- Dyke's Automobile Encyclopedia, latest 12th edition, third run \$6.00

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