

# SEES A FURTHER SCHEME TO GRAB WATERFRONTAGE

## Swan Island Channel Dredging Plan Would Encroach on Harbor Lines for Benefit of Few, It is Said.

By J. B. Ziegler.

At the last meeting of the dock commission, Messrs. Burgard and Moores were appointed a committee to take up with the port commission the matter of relocating the harbor lines about Swan Island. The subject had been introduced by Harbor Master Speier, for the purpose of increasing the harbor area available for anchorage, and to relieve the curve in the channel at the north end of the island. Mr. Speier's information that sometimes there are six or seven vessels in the harbor at once, and that with the room required for anchor cables, is about the limit of the capacity of the harbor, will be news to some.

Under such condition it certainly seems that our city fathers would consider the matter of encroachments upon the harbor area as a question of greater gravity than they appear to do.

Both objects of the harbor master's proposal are laudable ones, but as it is proposed to extend the wharf line far to the west along the harbor, and to fill in adjacent submerged lands with the material dredged out from the end of the island, it only amounts to swapping off area in the west channel for area at the south point of the island. As the west channel is now only used for small river craft and the anchorage room secured would be out of the way of the ship's channel, the change would be of present advantage, but it is still an encroachment of the abutting owners on the west bank, and the public loses again to them, property improved by fills made at public expense.

### No Fills Between High and Low Water.

In the first place, it is not necessary that the wharf line be extended to make places to deposit dredgings, nor that it be deposited on submerged lands between low and high water line, belonging to the people, that they may be built up and converted to the title of the abutting upland proprietor. There are plenty of lowlands above the 14 foot level designated by the dock commission as the ordinary high water line (the U. S. engineers' office calls it the flood stage) which would be benefited by receiving these dredgings. It would be a little more expensive removal, but would save the public harbor area.

The map reproduced herewith was drawn by City Engineer D. W. Taylor, by order of the city council, in 1883, for the purpose of showing "Proposed Exterior Wharf Lines," in relation to shore lines, and "established lines of the city." Note the words "exterior wharf," not harbor line, as it is now called.

The latter is merely a local name applied by those seeking to convert a property line instead of a wharf line.

As fully shown heretofore, the claim of the upland proprietor to ownership of the wharf line is baseless, but if built up by the dredging operations of the port, it is conferred upon the abutting owners by a clear title.

### Repeal of Vicious Clause in Port Act.

The repeal of this clause is a part of the legislation I have suggested, and it should be covered by an initiative and submitted to the people at the first opportunity.

The "proposed wharf lines" of this map were city lines. The federal lines were not established until 1892. They differ from the present wharf lines in that the west channel is only 700 feet, while the present one is 1000 to 1200 feet. Yet the submerged lands between Front street and the wharf line is the same as the same at Docksite No. 1 (about 350 feet), but increasing to the northward until it reaches about 1000 feet at the O. R. & N. property in place of about 500 on the old map.

The Eastern and Western Lumber company's property (E), and is the gain in submerged lands from a depth of about 350 feet to 1200 feet, value about \$1,000,000.

This is the property which the port will fill first, and is about ready to begin. The public, for the fact that it cheerfully goes begging and suing for site alongside for which, if Judge Morrow's decision sticks, it must pay another \$800,000.

### A Repeating Process.

If the men continue to have their way, the wharf lines will be changed again, and this neat little process with the people's funds and properties will be extended, by dredging out the shoals around Swan Island, and even to the extent of buying the island and moving it over on the other side of the west channel for the benefit of the riparian owners, and all at the expense of the public.

It might be good policy to dredge out a part of these shoal waters and build up other parts, were it not for the fact that the public needs both the waterway and the money expended, and it seems that a better plan would be to buy the waterfront first, and then fill and dredge only as fast as that could be done.

A part of the demand for dredging comes from the private operators anywhere. They have asked upon the former public levee in the heart of the city, encroached upon the river until they claim that part of the harbor is ruined, and it must be moved down the river, where the boldness of the large operators now and they will encroach as far as permitted there, and when the process is complete, they will cheerfully turn up with plans for improvements over on the Columbia, where doubtless they will already be cozily installed in possession of the waterfront.

### Present Law Should Stand.

Why not sustain the law of public ownership up to ordinary high water line as established by present construction of Oregon courts, and stop this vast waste. One million five hundred thousand dollars for two little dikes, when the people own all the river and its banks?

A simple fool asked his neighbor for a job. "All right," said the neighbor, "move that pile of bricks to the other side of the road."

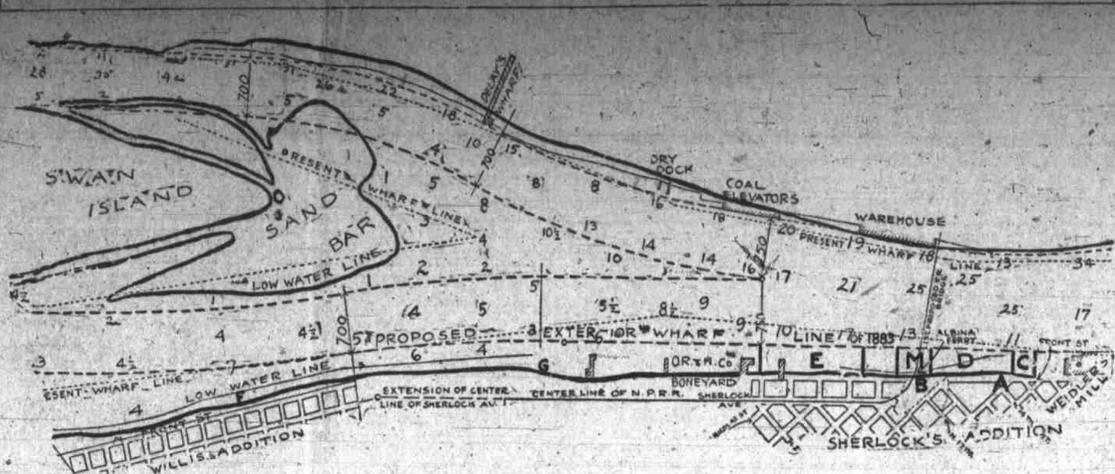
"When done," the fool said, "what now?"

"Move them back to where you found them."

The fool replied, "There is no wagon in the Portland harbor."

There are some points about this map worthy of close attention. The reader will note in Willis' addition, near the O. R. & N. wharf, that Front street is

## MAP MADE BY CITY IN 1883 WHEN CITY LIMITS WERE EXTENDED NORTHWARDS



The heavy line on West Shore F. G. is the ordinary high water line. It will be seen that at the public dock site it encroaches on Front street. Front street has since been filled. The lots appearing between it and the wharf line are submerged and therefore public property. The deep frontage of the O. R. & N. forming a projecting angle into the river is also submerged.

plotted on the water front, according to the plan prevailing up to that time. It has now disappeared, and Sherlock avenue, one block back, is the first street, while the water front owners take all between that and the wharf line. The high and low water lines also appear on this map, showing dock site No. 1 (D) at the foot of Seventeenth street to have been all submerged land, the river encroaching upon Front street, as our old resident remembers. These lines also have disappeared. Had this map been retained in the city records, it would have established dock site No. 1 as public property, and the public would not have been under the necessity of paying \$800,000 to get it now.

These maps were not satisfactory,

and were replaced by the present maps, showing the river platted down to the wharf line (sic!), and the lots assessed for taxes. That is, public officials, without legal authority or power to do so, for a mess of pottage, have sought to give away this valuable birthright. The public records have been changed to show public property as private property, and administered in behalf of private interests against the public, by men salaried by the public.

It will also be noted that, since dock site No. 1 was located, that the North Pacific Terminal company has extended its tracks down Front street past the dock site (two tracks from A to B, one from B to E) so as to obstruct the exit of dock-connecting tracks. This was

done, without a city franchise, on a franchise claimed to have been obtained from the county prior to 1882. Such a fluke as this would be obviated by the common terminal district amendment to the charter I asked the revision committee to present to the council for the June election, and which they, of course, turned down.

### MORGAN LIES IN STATE AS ROYALTY RUSHES TO HONOR AMERICAN

(Continued From Page One.)

The American Can company's ground (C) has been eliminated from the dock site, and the Martin Dock company's ground (M), on the north side, substituted. This was because the can company wanted \$100,000 for their shed.

"The fact that a deeper water front on the west side, opposite Swan Island, shows on the present map than this old one, although the channel was made

tending to spend his birthday, April 1, there.

While Mr. Morgan's body lies in state, the safety continues uninterrupted at the hotel. The noise of the dancing and other revelry continued until dawn.

### Death Mask Taken.

Relatives of the late financier this morning permitted Albin Polacek, an art student from Philadelphia, to take a death mask. Polacek is studying at the American Art academy here, Mr. Morgan having paid his tuition.

The second floor of the hotel was deserted last night. Mr. Morgan's relatives moving elsewhere. Friends offered to keep watch over the body last night but their services were declined, six paid employees guarding the corpse.

Morgan and his party occupied the royal suite—two salons and eight bedrooms with a private outside residence. The kings of Greece and Sweden had occupied the suite at various times. Morgan occupied the corner room, overlooking the park.

The Italian laws, which impose considerable red tape on the removal of bodies, probably will be violated in this case.

### Death Due to Nervous Collapse.

Dr. Starr, Dr. Dixon and Professor Bastianelli are preparing a formal statement regarding Morgan's last illness.

"Death was due primarily to a nervous collapse resulting largely from a strenuous life and lack of power to recuperate energy which a younger man could have expended with impunity," said Professor Bastianelli today. "The immediate cause was stomach trouble, which acting with the nervous system, caused the collapse."

"Until two days ago we had hoped that Mr. Morgan's excellent constitution would pull him through, but nature succumbed, and he died rapidly."

Before the body is removed from Rome the Rev. Gardiner Brown and Rev. Mr. Nelson, rectors of the English and American Episcopal churches respectively, here, will hold funeral services.

### Columns of Merit

The Journal can give valuable assistance to all engaged in the poultry industry through its Saturday poultry department. Whether you wish to buy or sell stock or settings, this is the medium to use to get results. The merit of these columns has been proven scores of times.

# CHILDREN PARADE WILL BE FINANCED BY EAST SIDE MEN

## Failure of Rose Festival Committee to Appear at Meeting Causes Business Men's Club to Take Action.

It was thought that all differences between the East Side Business Men's club and the Rose Festival management had been smoothed over and patched up at the luncheon held yesterday noon, but at a meeting of the East Side club last night it was decided finally and decisively that they would finance and assume all responsibilities of the children's parade.

A committee from the Festival management was to have met with the East Side men and arrange all details for the collection of funds on the east side of the river, but for some reason the Festival people failed to appear. The non-appearance of the Festival committee caused the east side to doubt the sincerity of the former, so it was decided that the children's parade should be held as in former years, under the direct management of the East Side Business Men's club.

The whole trouble arose from the fact that the Rose Festival association did not promise any definite amount for the parade. They promised that if \$4000 were collected on the east side of the river the whole of it would be used for the parade. They also agreed to finance the automobile parade and hold it on the east side of the river.

At the meeting last night committees were formed for the purpose of collecting the funds, and work was commenced this morning. It is hoped that at least \$4000 will be collected.

# Back of All Spring Fashions--This Store!

**Hoover Suction Sweepers**  
Combined Carpet Sweeper and Vacuum Cleaner  
\$5.00 Down—\$5.00 Month

**Domestic Sewing Machines**  
The Best Machines Made at This Store Only  
\$1.00 Down—\$1.00 Week

**Lipman Wolfe & Co**  
"Merchandise of M Only"

**LIWO**  
That's All You Need to Know About a Glove

**Shopping Everywhere**  
Means Buying at This Store

## Ratine—The Fabric of the Hour

Fulfills Our Prediction  
Practically Exclusive Here

—A year ago, when ratine first made its appearance in the costumes of Paris dressmakers, we were convinced of its reproduction in washable fabrics, and that it would be the fashionable material for the Spring of 1913.

—In support of our judgment, we placed liberal import orders, with the result that we are showing an immense assortment, which we doubt can be duplicated anywhere. As a customer remarked yesterday: "I am astonished at the assortment of ratine that I find in your store, which is more comprehensive than all the other stores combined, and the styles are infinitely more attractive."

**SOLID COLOR RATINE 60¢ A YARD**  
—Medium weight in solid colors, pinks, blues, tans and white—27 inches wide.

**SILK WARP RATINE 75¢ A YARD**  
—Light weight with lustrous silk finish, in pink, golden brown, tan, heliotrope, blue and Jasper—27 inches wide.

**40-INCH RATINE \$1.00 A YARD**  
—This is the latest Nub weave, medium weight, in pink, sky blue, cadet blue and white.

**BLACK AND WHITE RATINE \$1.25 A YARD**  
—An exceedingly attractive novelty in stripes, salt and pepper effect and checks of various sizes. The very latest creation in medium weight ratine.

## Untrimmed Shapes Just In

### New Patent Milans for \$2.75

—As the millinery season grows apace, certain favorites disclose themselves more prominently among the great offering of untrimmed hats. This season Patent Milans in the smaller shapes seem to win great favor, owing to their very attractive styles.

—They are sewn so finely that at a glance it is hard to tell the difference between these American-made and the Italian Milans. The shapes that we illustrate today are flanged with wide silk velvet, giving them a softness that adds to their attractiveness. Besides the styles pictured, we show many other becoming shapes.

—We present them in black and white only.

Second Floor

## Sensible, Serviceable and Stylish

### Tailored Suits at \$27.50

For Which You Would Not Hesitate to Pay \$37.50

—Just so long as tailored suits are fashioned in the prevailing styles, just so long will a certain proportion of well-groomed women insist upon having the strictly plain-tailored serge and worsted suit. For years this store has recognized this fact, and has specialized on the superior, better-made, better-tailored and better-materialled tailor suit. The suits hereinafter described came to us by express.

—They fulfill every demand of women who seek the best in this style of garment. They are made of fine imported serges and worsteds, in straight-front and cutaway styles.

—The jackets are lined with peau de cygne silk, and are made in a variety of novelty effects. The skirts are made in the new gored shapes, and are trimmed to match the jackets.

## Novelty Voile Waists \$2.75

### An Uncommonly Attractive Lot

—Three new Spring model waists, of soft, fine-finished voile. They are made with round or square collars of fine Swiss embroidery, long or short-sleeve style. Trimmed with rose or crepe voile.

## First Special Sale

### Gray Hair Goods

—To our knowledge this is the first exclusive sale of gray hair goods ever held in this city. And a mighty good reason, too. Most hair goods stores are weak when it comes to gray hair selection, but our department makes this a specialty, including every shade from the slightest gray mixture to snow white. Perfect match is guaranteed, and at a price so small as to make you more than contented with the article you buy.

**Gray Naturally Wavy Hair Switches**  
18 inches long, of fine naturally wavy hair.....\$1.85  
20 inches long, of fine naturally wavy hair.....\$2.85  
22 inches long, of fine naturally wavy hair.....\$4.85  
24 inches long, of fine naturally wavy hair.....\$7.85

**Gray All-Round Transformations**  
Of fine naturally wavy hair.....\$4.95  
Of natural wavy convent hair.....\$7.85

—Mezzanine Floor

### New Departure in Corsets

## The Corsetless Figure

Is the suede corset—the Etoile de France. Made of the best quality white suede cloth. Finished with satin brocade ribbon, daintily feather-stitched. A feature is the plush-lined front steel, insuring perfect comfort.

—Gives the ideal corsetless figure—the present rage.

Price \$10.50

—Fourth Floor

### Two-Piece Crepe de Chine

## Matinee

—Chicness and daintiness personified is but a small meed of praise for these exquisite matinees. Of the best quality crepe de chine, combined with shadow laces of the most beautiful designs, ribbons of corresponding color—and pink rosebuds, they are quite irresistible. Pink, blue and white are the colors.

Priced at \$27.50

—Fourth Floor

## Innovation Trunks Conform to the New Baggage Rule

### Big Trunks Barred As Free Baggage

Interstate Commerce Board Fixes Limit at 45 Inches

WHAT'LL THE WOMEN DO?

Railroad Men Said Trunks Were Growing Larger and a Halt Had to Be Called.

—The revolt against the ungainly trunk has come. According to the new ruling by the Interstate Commerce Commission, trunks over 45 inches in height will be charged for as excess baggage, at the rate of five pounds for every inch over 45 inches.

—INNOVATION WARDROBE TRUNKS are just 45 inches high—the limit of size without incurring extra charges.

—If you are buying a new trunk for your Spring trip or Summer tour, you might as well buy one that conforms to the new rules.

—Traveling with an Innovation Wardrobe Trunk is a great comfort. Fastidious folk have found that the joys of travel have been increased a hundred-fold since the trunk manufacturers hit upon the scheme of making it possible to transport one's combined bureau and wardrobe direct to one's hotel at the end of a journey and have everything stay put.

### Bulgarian Embroidered Waists

\$5.95, \$6.95 and \$7.95

—Exclusive with us. These waists are a positive delight to those looking for the "new" and "smart" in waists. The material is voile and crepe, in white and ecru, which offer the most effective background for the bold Bulgarian embroidery. The pattern consists of embroidered collar, cuffs and banding, with sufficient material for making the waists in any style desired. 1st floor

### NEW BOOKS

Concert Pitch, by Frank Danby, \$1.35

The Private Life of Henry Maitland, by Morely Roberts \$1.25

Guinea Gold, by Beatrice Grimshaw, \$1.25

Hail and Farewell (Ave), by George Moore, \$1.75

Hail and Farewell (Salve), by George Moore, \$1.75

The Happy Warrior, by A. S. M. Hutchinson, \$1.35 net.

—Basement

### Embroidered Voile Robes

\$5.95, \$12.50, \$13.50, \$15.00 and \$18.00

—The acme of daintiness and exquisiteness. These beautiful robes appeal most alluringly to all women—especially those who are deft with the needle, for very little ingenuity is needed to fashion the loveliest of gowns for Summer wear.

—The robes come in all the new fabrics and fancies—white voile embroidered in ratine or self color—voile with embroidery of macramé—white hand-embroidered in self color and the pastel shades—white voile with the striking Bulgarian shades predominating.

—The pattern includes 3-1 1/2 yards of flouncing, 1 1/4 yards of banding, and 1 1/2 yards of the plain material for completing the waist.

—First Floor

## Innovation Trunk Sale

### For One Week Only

—Through a special concession granted by the manufacturers of Innovation Trunks, who rigidly adhere to established prices, we are enabled to offer during this week Innovation Trunks at prices lower than have ever been sold before. This special concession will positively not be conceded again this season.

\$30.00 Innovation Trunks, Special \$24.75  
\$50.00 Innovation Trunks, Special \$39.75  
\$65.00 Innovation Trunks, Special \$54.75