

OPPORTUNITY WILL STALK STREETS OF VANCOUVER JUNE 15

City Will Vote on Question of Building Ocean Terminal; Cost of Project \$130,000.

By Marshall N. Dana
Vancouver, Wash., will wake up the morning of June 15 to find opportunity walking up and down the streets, knocking at the doors and pleading for a permanent place to stay.
Vancouver on June 15 will vote on the question of building an ocean terminal at a cost which to the average Vancouverite will be the price of a necktie. The bond issue proposed is \$130,000. If authorized the man now paying \$100 in taxes will pay \$102.25 until the issue is retired.

But the real question involved is whether Vancouver will become a port and, consequently, a manufacturing and distributing center for much of the Northwest and Eastern Washington. An important contingency likewise has been introduced. Vancouver, four miles up the Columbia from the Portland ship channel, is a petitioner before the board of army engineers for the adoption of a 30-foot channel project between the mouth of the Willamette and the military post.

OPPORTUNITY OF CENTURY
Just let the army engineers learn that Vancouver has shown indifference to port development by turning down a little \$130,000 terminal authorization and it is hinted—oh, strongly hinted—that Vancouver will get a 30-foot channel when the river washes it out, not before—and the tendency of the Columbia is to shoal at that particular point.

The present policy of the war department is to improve channels for the benefit only of communities that provide port facilities and seek commerce.

Vancouver has the opportunity of a century to build a port and a city that in a few years will have 100,000 population.

Years ago Esther Short dedicated to the people of Vancouver 1560 feet of water front. Until recently the entire tract, right in the heart of Vancouver, was held in lease by railroads. Until the building of the Interstate bridge, Vancouver's only access to the Columbia was a streetcar ferry slip and a railroad dock.

No need now to go into details, but by recovery and by voluntary relinquishment on the part of the railroads, Vancouver has regained possession of the entire tract.

COST WOULD BE SMALL
Not only that, but during the war the property was used as a wooden shipyard by the Standifer corporation. Now, there reverts to the city not only the land but open dock structures, strongly supported, which are valued at \$200,000. In other words, Vancouver can have an ocean terminal worth at least \$1,000,000 (adding together the value of land, present improvements and that to be made through the pending bond measure) at a cost to the public of \$130,000. Can't you hear the plums and the gold dollars dropping into the lap of Vancouver?

The purpose of the bond issue is to add a covered dock to the structures which now exist, and to pay for other improvements necessary in making the entire property available for port use.

After the bonds are voted, nobody will be able to accuse Vancouver of being a "railroad walled city." It will be a place where railroads, ship lines, steamboats and highways meet. It will be a place possessing peculiar advantages of proximity to the hinterland, at the head of deep sea navigation, and uncommonly endowed by nature to command a leadership in the trade of southwestern, southern and eastern Washington.

LITTLE OPPOSITION FOUND
Particularly will Vancouver enjoy transportation advantage if the interstate commerce commission makes favorable decision of the Columbia basin rate case by giving to Portland-Vancouver lower rates to and from a zone south of Snake river than are enjoyed by Puget sound.

I found little vociferous opposition to the port project during a visit to Vancouver last week. Nearly everyone was reported to be favorable. Some 320 of 400 voters had registered for the election and this was taken to be unusual display of interest. Those who were at first doubtful of the propriety of "plunging" into debt to the tune of \$130,000 were pointed to Clarke county's experience with the Interstate bridge. "Burden of expense" were some of the words used when Clarke county discussed voting \$100,000 in bonds to its share in the cost of the interstate span. But from tolls on the structure, Clarke county is said now to be netting just about \$100,000 annually, and this revenue is being used to build permanent roads into the county.

There was a little talk, too, about

FEET HURT?

Rheumatism, Sciatic Nerve Trouble or Foot Trouble?

A very large per cent of so-called rheumatism and sciatic nerve trouble is simply foot trouble.

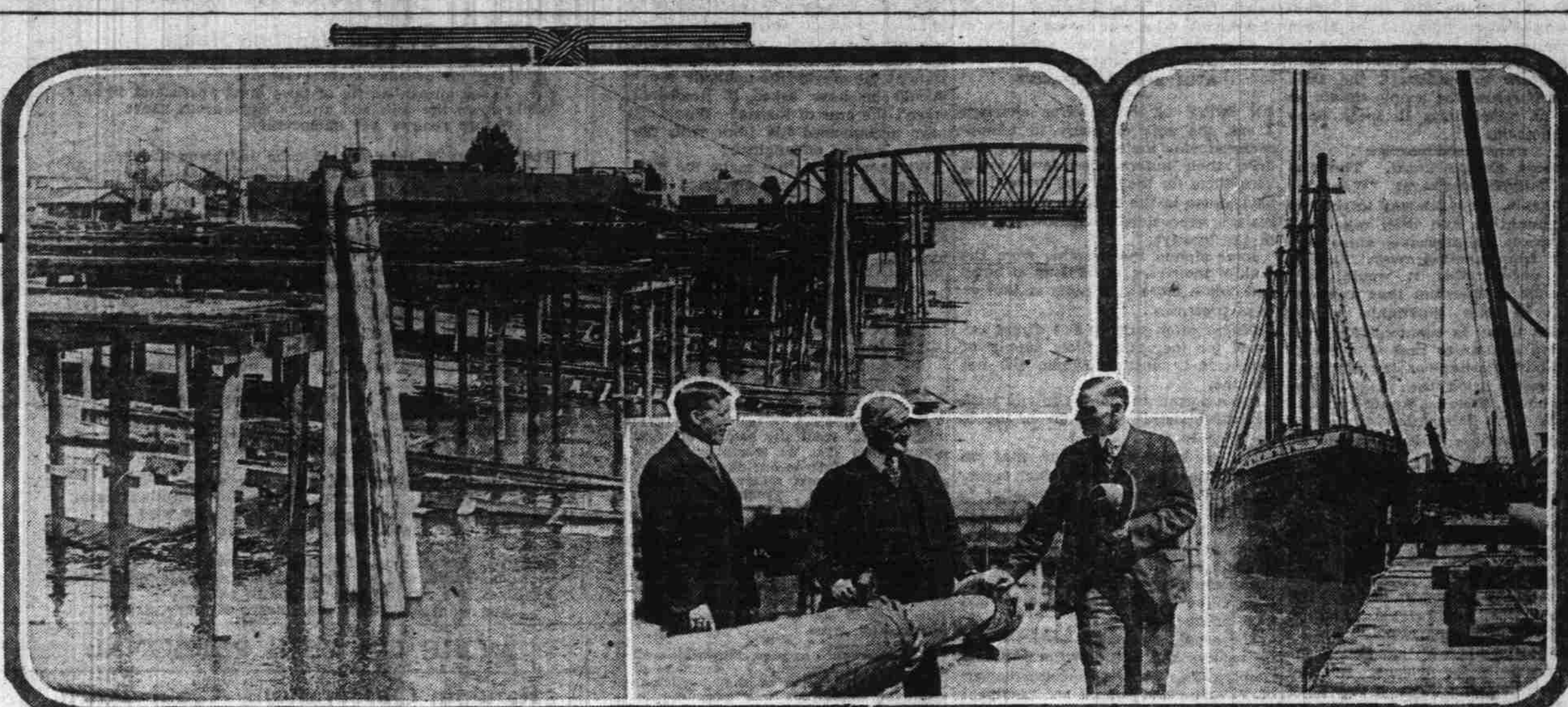
Some of the small bones of the feet have been forced out of position (either by accidents or through bad-fitting shoes), causing nerve pressure, hence pain in feet, legs and upper parts of body.

My system of correcting foot trouble is sure, simple and inexpensive.

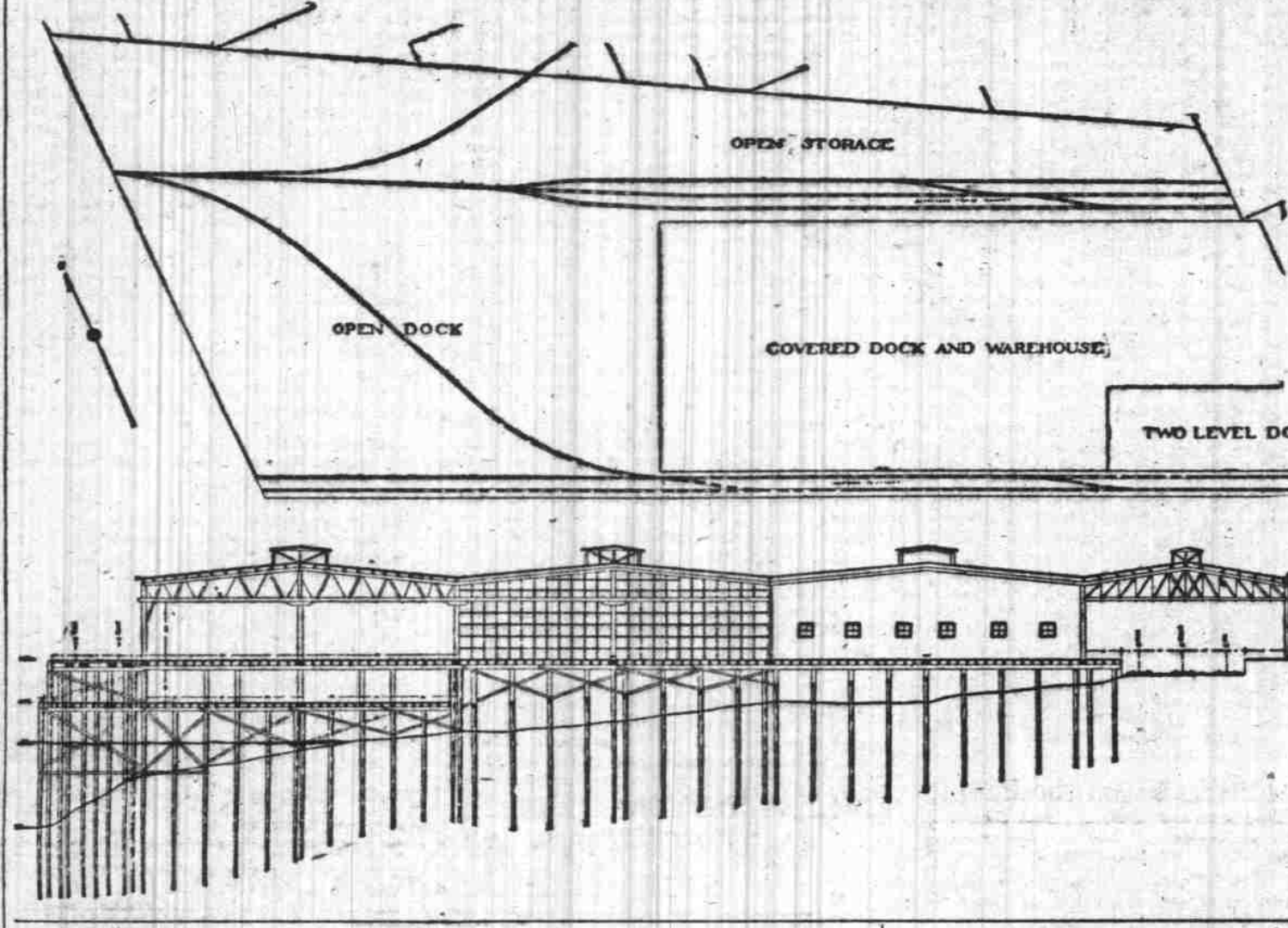
Comfort Shoes for men, ladies and children. Arch Builders, Straight Lasts, Bunion Shoes.

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VANCOUVER IS SOON TO BE GIVEN CHANCE TO BECOME OCEAN TERMINAL



Vancouver waterfront as the public levee appears today, together with a ship outfitting at the lower side of the levee. In the group, left to right, are three members of the Vancouver ocean terminal campaign committee—Allison Burnham, statistics; John Elwell, general chairman, and W. H. Hornbrook, chairman of publicity. The sketches show a cross section of the covered dock as it will appear extending toward the water and the general diagram of the improvement to be voted on at a special election, June 15.



competition between the ocean terminal project and the building of a new city hall. I was unable to learn what process of thought was used to show possible competition between the two. If the Vancouver city council should build a new city hall during the present administration the names of its members could be written in gilt on the cornerstone. But what's to prevent them putting up a city hall, too? What, likewise, is the use of building a city hall without building a city to go with it?

A vigorous campaign committee is in charge of the ocean terminal project. John Elwell is general chairman. Allison Burnham is in charge of statistics, Henry Crass of registration, W. H. Hornbrook of publicity, Clement Scott of finance, W. S. Short is treasurer and C. H. Moran is secretary. Other active committeemen are Lewis Shattuck, L. M. Holden and Arthur H. Fletcher.

The enthusiastic Frunarians of Vancouver will provide the officers of the special election without compensation of any kind.

Statistician Burnham has one of the specific arguments why it will pay to provide a terminus and bring ships as well as steamboats to meet the rail lines which serve Vancouver. Joe Harvey shipped 20,531,094 feet of lumber, mostly fir, last year, but the material went in rafts to Portland and Harvey paid \$235 a month for the lease of a Portland dock in order to get the lumber aboard a vessel.

For years troops leaving or entering Vancouver barracks have used the railroad between Vancouver and Tacoma. The idea of the war department was that ships couldn't come to the historic city.

Vancouver has every reason to be a port and ought now to give the lie to any malicious report that she is so blind to opportunity she doesn't want to.

Pioneers of Linn County Will Hold Three-Day Picnic

Brownsville, Or., June 5.—The following committee, having been appointed in a special meeting of the Linn County Pioneers' association, are now engaged in arranging for a big picnic and reunion. The affair will be one of the best of the kind held since 1885, when the first picnic was held. Committees have been named as follows: Sports and games, Professor F. H. Weber and W. C. Moore; program and speakers, A. M. Templeton, president of the association; decorations, Mrs. George Drinkard; industrial and agricultural exhibit, Joseph Hume, Charles Sterling, Andrew Tussling, Anna McFarland, Eva Templeton.

The picnic dates are June 16 to 18. An outstanding feature will be the agricultural exhibit, toward which the county court has promised money to be awarded for the best displays of Linn county products.

ers, a farming country tributary to the place, and no graveyard. No human body is buried nearer than six miles.

Accidents and old age have taken 10 persons in 15 years, but relatives have asked that the bodies be sent elsewhere.

O. A. C. Bulletin for Summer School Is Full of Information

Oregon Agricultural College, Corvallis, June 5.—The 1920 summer school bulletin is just off the press and copies may be had by addressing the director at the college. The bulletin gives information in regard to every phase of the work offered, including courses, credits, special lectures, estimated expenses, housing arrangements and recreation.

Standard Subsidiary Announces Sale of Million in Stocks

Denver, June 5.—(U. P.)—The Continental Oil company, a Standard Oil subsidiary, today announced authorization of the sale of \$1,000,000 of capital stock at par, open to stockholders of record, in the ratio of one share for every nine held. The market quotation on the stock is around \$150. Employees will be permitted to buy the new stock on the installment plan.

Mountaineers Hike To Lost Lake Over Mount Hood Loop

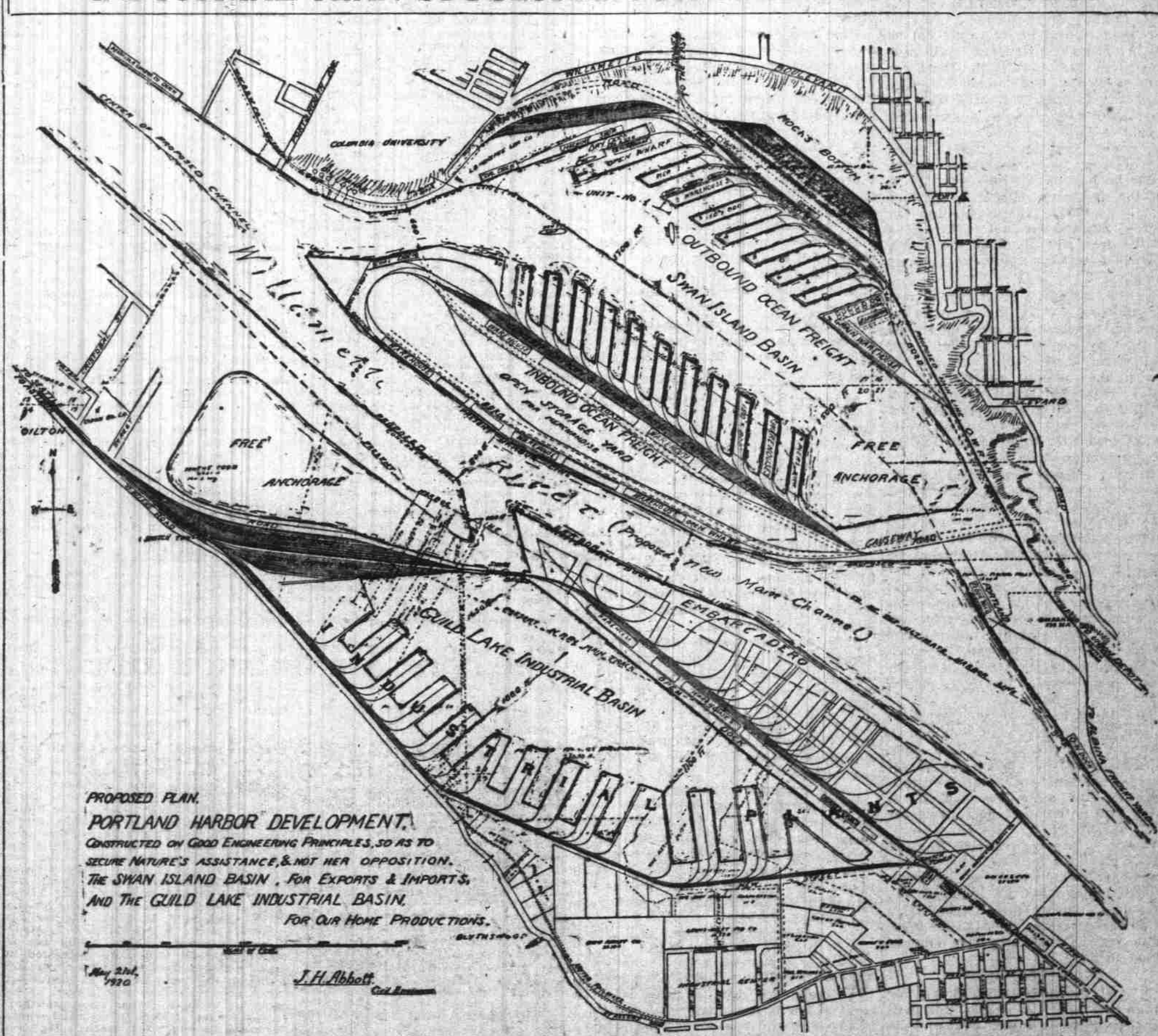
Lost lake was the goal of a party of about 50 Seattle mountaineers over the Memorial holidays, led by Raymond Conway, Rodney Gilson and L. A. Nelson. The trip was made to the lake from Des over the new Mount Hood loop road. The road is now in good shape to within four miles of the lake, members of the party reported, and the last four miles has only scattered patches of late snow, not of sufficient depth to hinder hiking. At Lost lake the snow has practically disappeared. Returning, the party took the forest ranger trail from Stone's cabin to the point where it connects with the Eagle creek trail. Two of the party went down Greenpoint creek and came out at Hood river, while the remainder came down the Eagle creek trail.

So pleased were the Seattle mountaineers with the Mount Hood region that they are contemplating a climb up the mountain itself a little later in the season.

Watum lake was a popular place during the holidays, when 120 persons occupied the Boy Scout cabin, said Forest Ranger Albert Wiesendanger.

For waterproofing clothing and shoes a French scientist has discovered that a solution of about an ounce of paraffin to a quart of gasoline is effective.

INDUSTRIAL PLAN SUGGESTED FOR SWAN ISLAND PROJECT



Map prepared by J. H. Abbott, Portland engineer, to show not only that proposed \$10,000,000 Swan Island port project should exclude piers projecting into channel, but the industrial development which will be most effective of Mocks bottom and Guld lake.

ABBOTT DISCUSSES PLAN FOR DIVIDING RECLAIMED LAND

Further Suggestions Regarding Swan Island Project Are Offered to All Concerned.

By J. H. Abbott, C. E.
J. H. Abbott, the author of the accompanying article, is a civil engineer who directed the department of the United States shipping board up to the time of the signing of the armistice. He came to Portland in 1904 and was bridge engineer for the Spokane industrial railway and, subsequently, bridge engineer of the Pacific Railway & Navigation company and is best known to local engineers for the designing of the high truss on that line. He was a member of the Portland Harbor engineering company which operated for a number of years and in this connection his most notable work was the investigation of certain Alaska harbors with a view to their development. Before entering the engineering service he was a foreman and supervisor of hulls for the Grant-Smith Shipbuilding company.

Since The Journal's publication, May 9, of my statement regarding the proposed port development at Swan Island, I have been studying the Committee of Fifteen's adopted plan for Portland's harbor development, as it relates to the Guld lake or west side portion.

Seventy-five per cent of the voting population are eager to aid and forward any public improvement that will increase the growth and prosperity of our city. But, we must know all the essential facts, and have them publicly discussed and settled to meet the majority approval, before we will vote to spend our public funds for them.

What we need, and what the Guld lake district is admirably adapted for, is a great industrial center, a hive of industry; a place for the workers to get their living.

I have expressed my opinion as to how best fit this district for such an industrial center, in the map accompanying this article. I would be glad to see discussion upon it, and would especially call the attention of the Committee of Fifteen to its consideration.

COMPLETE PLAN OUTLINED
This map also covers the Swan Island basin, which in my statement of May 9 I advocated for the exclusive import and export business. The present map shows the whole port improvement plan, I propose it, and gives a correct view of the relationship of its several parts.

This plan is on the same scale, and drawn to be before you in the same direction as that of the committee's.

In connection with the Guld lake basin, or basins, you will note my compliance with nature's law regarding wide and narrow channels, docks parallel to the streams, and projecting piers only in still water, as I fully explained was necessary for success in my statement of May 9.

The Guld lake region lies directly adjacent to the industries already established in the north and of the city, and is closer to the business center of the city than any other undeveloped section I know of either in this or any other Pacific Coast city. This is a great advantage and should insure success.

I have here, as in the Swan Island basin, provided a free anchorage, really a separate basin, at the down river end, to provide for ocean vessels awaiting cargo assignment.

I have made some change in the location of the N. P. railway tracks to enable an enlargement of the Guld lake basin in addition to the two main tracks have provided, on each side,

a switching main and on the northeast a ladder or spur main.

SWING DRAW REQUIRED
The "embarcadero" would be the landing for river boats on the side of the main channel of the river. The side next to the basin would be the landing for ocean craft, and the blocks between basin and river would be industrial sites in direct contact with both rail and sail. A swing drawbridge is required for the main tracks to cross over the entrance to the Guld lake basin. Because of this, and the occasional interruption when ships are passing through, and for the purpose of rail service to the west and south sides of the basin, I would recommend double track mains on this side, also. These mains to be for the passage of all passenger trains to and from the Union station, and such freight service as this side of the basin requires. Switching mains and spurs should be provided for the industries located on this side in a manner as indicated.

As to railroad terminals, I would only provide for the classification and make-up, or distribution, of such trains as serve this proposed industrial center. These yards I have located at the northwest junction of the east and west lines.

I have not attempted to show kind, size or arrangement of the industrial plants that might be located in this industrial center. These details are a matter of prolonged and critical study which must be taken up as the needs present themselves, and by experts in each line of business.

How shall this project be made a living, vital, productive reality? Who shall pay the cost of its construction, and how shall it be maintained and operated?

My opinion is that it should be a matter of organized individual initiative, paid for by private capital, and for the mutual benefit and profit of investor and workman.

ENGINEER HOPPE'S SUGGESTION
George A. Hoppe, probably the best known marine and mechanical engineer on the Pacific coast, and an expert in shipping facilities, has suggested to me a plan that appeals to "gulls and fair to all concerned, the public included."

This plan I would elaborate, in general, as follows, viz:

First—Let each property holder, in the designated territory to be improved, deed his land to the Port of Portland.

Second—Let the Port of Portland re-convey the land to the property holder, on a ground, drawbridge, sea walls and streets, according to a complete plan approved in its main features before-hand by a majority of the property holders interested, and by a vote of the people.

Third—The Port of Portland, or a disinterested board of arbitration, is to assign one-third of the reclaimed land set apart for industrial occupation, to the former property holders in the proportion their former holdings bear to this one-third acreage. The part assigned to each property holder is to be located as near as practicable to the location of his former holding, as determined by the board. This assigned portion is to be deeded to him by the Port of Portland in full payment and settlement of all the property holder's claims.

Fourth—The Port of Portland is to hold the remaining two-thirds reclaimed land, and lease and rent same as may be desirable to industrial companies.

Fifth—The money received from rents and leases to be held as public funds.

This method, I believe, would prove a profitable transaction for the public; and funds so received, if the trust is honestly and efficiently administered, would ultimately pay all expenses of the Port of Portland and leave a balance to be reinvested.

In any plan adopted, I believe that the public should not be taxed for the construction of this industrial basin or land reclamation.

I look upon the Port of Portland, with which the Dock Commission should most certainly be merged, as the natural instrument and the proper custodian of this undertaking.

Let us hear from others.

Schedule Change

On and After Sunday, June 6 TO

Minneapolis, St. Paul and Chicago

VA

Spokane, Portland & Seattle Ry

Northern Pacific Ry

BURLINGTON ROUTE

THE NORTH COAST LIMITED, standard sleeping car Portland to MISSOULA, BUTTE, MINNEAPOLIS, ST. PAUL AND CHICAGO, will leave UNION STATION on S. P. S. Train No. 4 at 9:15 A. M. instead of No. 3 at 7:10 P. M., and arrive Spokane 9:05 P. M., St. Paul 10:15 P. M., and Chicago 11:15 A. M. (three days), instead of 9:30 P. M.

WESTBOUND, it will leave Chicago 9:45 A. M. instead of 9:15 P. M.; St. Paul 10:30 P. M. instead of 11:30 A. M. Arrive Portland 8:00 A. M. instead of 7:45 P. M.

S. P. & S. TRAIN NO. 9 leaves Portland Union Station 7:10 P. M., arrives Spokane 6:50 A. M., carrying standard and tourist sleeping cars through to St. Paul, 8:00 A. M., and Chicago 9:10 P. M., on Oriental Limited via Great Northern Ry.

OTHER CONNECTING EASTERN TRAINS leave Spokane: Northern Pacific No. 4, at 7:40 A. M. for Helena, Butte and St. Paul; No. 45, at 7:05 A. M. for Butte, Billings, Omaha, Kansas City and St. Louis.

GREAT NORTHERN NO. 44, at 8:30 A. M., for Great Falls, Billings, Omaha, Kansas City and St. Louis.

ALL S. P. & S. TRAINS to and from Spokane use the Union Station, other trains the North Bank Station.

TICKETS AND DETAILS will be obtained at CONSOLIDATED TICKET OFFICE Third and Washington Streets, or the Stations.

Prepare!!

Preparation is essential to success. The Summer School at the Y. M. C. A. offers opportunity for young men to prepare for college and to prepare for business.

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