

SITE FOR DRYDOCK

Captain Gray Chose Mock's Bottom Many Years Ago.

THE LOCATION AN IDEAL ONE

He Tried to Have the Villard Dock Placed There Twenty Years Ago—But Ellis G. Hughes Protests.

The river captains and steamboatmen of Portland have long considered the subject of a drydock here, giving particular attention to the question of location. Perhaps the closest student of the subject has been Captain James T. Gray, who ran for many years on river boats, serving for a long time as master of the Lurline. In discussing the proposed site for the new Port of Portland drydock, Captain Gray said yesterday:

"I have looked into this question with a great deal of interest. Years ago, on my trips up and down the river, I noted all the available sites for a drydock. That was in the days when Villard completed his railroad and was planning many great enterprises. The question of a site for the Villard drydock was up, and, as you know, a location was chosen at Albina, with unsatisfactory results. It was against that location from the first. Not only was the nature of the ground such as to make the building of a dock impracticable, as was soon proved, but it would have been impossible to get a ship in during high water. If they had succeeded in building a dock for general purpose, it would have had the effect of deflecting the channel.

"Among all the locations that have lately been proposed as sites for the Port of Portland's new drydock, there are only two, in my opinion, that are worthy of consideration for the purpose named. One is at Linton. There is good bottom there for a dock, but there is the same trouble about an entrance that there is at the Villard site. It would be almost impossible to keep the opening clear, owing to the nature of things, and it could only be done at a cost of thousands, or perhaps millions, of dollars. All these points should certainly be taken into consideration before a selection is finally made.

"The other site—and, in fact, the only one left—is at Mock's Bottom. It struck me at once when I first saw it that it would be an ideal place for docks, not only drydocks, but also docks for general shipping. My mind was then set upon a graving dock, not a floating dock, but that is only a matter of construction, the site being a perfect one for either kind of a dock. There is a deep slough running through the bottom—in those days it had 16 feet of water in it—and it occurred to me that canals might be dug through the land, and the entire excavated used for filling in the land around the canal for docks and warehouses.

"Only one objection to the Mock's Bottom site has been pointed out, and that is not a serious one. The site sometimes backs up at a high stage of water, forming an eddy there, but the duration of such conditions is short, and even then, if necessary, a ship could be docked. Furthermore, the high water would excavate a basin for the dock which would have some effect on the current there, but I am certain the change will be for the better. Even should it not, the opening could easily be protected.

"There is good solid bottom there, and no quicksands. This is proved by the fact that the slough is running through the bottom, and doubtless has been for ages. Furthermore, the high water would excavate the bottom show that there is a good foundation. Borings in the high land adjoining show large boulders down at the bottom, and the same shows from the foundation for all of that part of Mock's Bottom.

"I was so convinced in the early days that the bottom formed an ideal location for a drydock, that I tried to induce the Villard people to locate their dock there. My advice was not followed and the upper site was chosen, with the result that the dock was never completed. Had they chosen Mock's Bottom for their site, Portland would have had a drydock all these 20 years."

The Port of Portland Commission will hold its regular monthly meeting on Thursday afternoon, when it is possible that some action may be taken on the selection of a site for the dock.

CAN CONDEMN PROPERTY

Port of Portland Has Right of Eminent Domain.

The Port of Portland has the power of eminent domain, and could proceed to condemn any site for the drydock if the owners of the site should hold it for too high a price. This power was granted by the Legislature of 1891, in the act creating the Port of Portland.

M. C. Banelled, president of the commission, said yesterday that, even if condemnation proceedings were successful against the owners of the Mock's Bottom site, the costs of the litigation might amount to public loss. He said that Section 464 of the new code, conferring the right of eminent domain on the Port of Portland, reads:

"In carrying on any work in this act provided to be carried on by it, or in carrying out and executing any of the powers in and by this act to it granted, the said Port of Portland shall have the same right of eminent domain and to take private property for public use as is conferred by the laws of this state in favor of corporations organized for the construction and operation of railroads, and to be exercised in the same manner and on the same terms as by the laws of this state provided in the case of said corporations, save only that in the case of the said Port of Portland the right shall extend to the taking of, and the said Port of Portland shall have and there is hereby granted to it the right to take any and all private property under said right of eminent domain, which shall be found necessary or convenient in carrying on any work to be executed, carried out or executed by it."

WASTED HIS TIME

Family Quarrel About a Wood-Box Heard by Justice Reid.

A family quarrel over a wood-box took up most of the time in Justice Reid's Court yesterday morning.

ATTACK HELLO GIRLS

EAST SIDE CITIZENS SAY THEY ARE "FRETFUL, PEEVISH AND RUDE."

Unkind Men Speak of "Intentional Delays," "Spiteful Misrepresentations," "Neglect Without Cause."

A rousing meeting of the East Twenty-eighth Street Improvement Association was held last night in the Mission Chapel, on East Glisan and East Twenty-eighth street, with Frank Motter, president, in the chair. After reading the minutes of the former meeting, business was taken up. The most important was the telephone discussion. Frank Motter, W. T. Gardner and Mr. Raebler submitted their report, which was in the form of a communication to the Pacific States Telegraph & Telephone Company.

"To the Management of the Pacific States Telegraph & Telephone Company—We, the members of the Improvement Association of the East Twenty-eighth street district, residents of that section, submit to you this our respectful, but serious protest against the poor telephone service and the inconveniences which we are constantly subjected to.

"We assume that you cannot be aware of the neglect of us by your employees; the unreasoned violation of the rules of your company; the breaches of propriety; and the indignities perpetrated over your phones, or else you would have corrected them long ago.

"We do not condemn the young ladies in the central offices for being fretful, peevish and rude. They are but human. But we do blame their employers for not knowing that there are neglects without cause; that intentional misrepresentations from spite, and vulgar, obscene language because of inattention.

"We submit that operators should not be allowed to tell subscribers that the line is out of order when it is not, that the line is busy when it is they, themselves, that are busy; that they can't raise parties when they haven't tried to raise them.

"We submit that parties should not be allowed to use the line longer than your rules permit; but, most of all, that you should stop vulgar and obscene conversations from being carried on your lines.

"In conclusion we further protest against the practice of demanding nickels from outsiders who wish to use the phone for emergency cases, and yet cannot get the use of the line for a few minutes. This is important, as most of these calls are for medical attention.

"We feel that you would prefer to have us present these grievances first to you for correction, and that you will appreciate the motives that prompt us and give these matters your serious attention.

"We are ready to substantiate all and more than we have mentioned above."

A recess was taken, when all the members signed the statement, and a special committee of Messrs. Atwood and Speelman was appointed to secure signatures of others in the community.

W. T. Gardner reported that the Portland Gas Company had agreed to lay gas mains at once in East Twenty-eighth street and in the alley between East Sixteenth street, thence to Hancock street and to Albina, and that the contract for distribution of the pipe would be let in a few days.

Mr. Shannon also reported that he had waited on Chief of Police Hunt regarding more police protection in the district, and had received some encouragement. The chief will look into the matter.

G. E. Heltemper submitted a letter from Postmaster F. A. Bancroft, saying that the carrier system of the city was to be readjusted. He had understood that the East Twenty-eighth street district had been denied free delivery because there were no streets or sidewalks.

On motion Mr. Heltemper was instructed to inform the carrier that all the streets had been provided and that the district was ready for free mail delivery.

Street-car service was discussed, and on motion W. Becker, H. H. Pierce and D. T. Shannon were appointed to act jointly with the Montavilla board to secure improvements and do away with long delays at the East Twenty-eighth street car.

William Carver and G. Heltemper reported they attended the meeting of the Board of Education and laid before that body the need of school facilities in the district. The matter had been referred to City Superintendent Risley.

After transacting much routine business the association adjourned to meet again in the Mission Chapel March 23.

AT WORK ON FAIR SITE

Fifty Men Are Busily Employed on the Grounds.

Fifty men are working on the Lewis and Clark Fair site. Ten of these are employed in preparing a contour map. Twenty others are engaged in laying out the site, and the remainder are engaged in clearing the site.

GAME PAYS IN MAINE

How the State Makes Money Out of Sportsmen.

Game Warden Quimby Is in Receipt of a Copy of a Report of the Commissioners of Fish and Game, of the State of Maine, from the various sources it is reported that a total of 10,962 deer have been killed, and as it is impossible to ascertain the number legally killed, it is estimated that at least 20,000 deer were killed in the state in 1902.

"It is shown that the total number of nonresidents coming to Maine for the year 1902 in the inland territory of the state was 12,385, with returns from two counties missing and incomplete returns from seven counties.

"They paid for board alone \$1,371,301. Add to this \$500,000 paid guides, and it makes a total of more than a million and two-thirds of dollars left by these people in the state for board and guides alone. It is believed that a most conservative estimate would be that these visitors leave at least \$50 each on an average in the state. Indeed, some of them spend more than \$50 a day."

POLICE AT CORNERS

Crowded Sections of City to Have More Protection.

The crowded sections of the city are to have better police protection. An officer has been stationed at Third and Morrison, one at Third and Washington and one at Sixth and Washington streets.

Streets are being cleaned and recesses are being filled. Chief Hunt has ordered that the corner of Third and Morrison streets is a street-car corner. That will make a total of more than a million and two-thirds of dollars left by these people in the state for board and guides alone.

"The corner of Third and Morrison streets is a street-car corner. That will make a total of more than a million and two-thirds of dollars left by these people in the state for board and guides alone. It is believed that a most conservative estimate would be that these visitors leave at least \$50 each on an average in the state. Indeed, some of them spend more than \$50 a day."

"The corner of Third and Morrison streets is a street-car corner. That will make a total of more than a million and two-thirds of dollars left by these people in the state for board and guides alone. It is believed that a most conservative estimate would be that these visitors leave at least \$50 each on an average in the state. Indeed, some of them spend more than \$50 a day."

"The corner of Third and Morrison streets is a street-car corner. That will make a total of more than a million and two-thirds of dollars left by these people in the state for board and guides alone. It is believed that a most conservative estimate would be that these visitors leave at least \$50 each on an average in the state. Indeed, some of them spend more than \$50 a day."

"The corner of Third and Morrison streets is a street-car corner. That will make a total of more than a million and two-thirds of dollars left by these people in the state for board and guides alone. It is believed that a most conservative estimate would be that these visitors leave at least \$50 each on an average in the state. Indeed, some of them spend more than \$50 a day."

"The corner of Third and Morrison streets is a street-car corner. That will make a total of more than a million and two-thirds of dollars left by these people in the state for board and guides alone. It is believed that a most conservative estimate would be that these visitors leave at least \$50 each on an average in the state. Indeed, some of them spend more than \$50 a day."

"The corner of Third and Morrison streets is a street-car corner. That will make a total of more than a million and two-thirds of dollars left by these people in the state for board and guides alone. It is believed that a most conservative estimate would be that these visitors leave at least \$50 each on an average in the state. Indeed, some of them spend more than \$50 a day."

"The corner of Third and Morrison streets is a street-car corner. That will make a total of more than a million and two-thirds of dollars left by these people in the state for board and guides alone. It is believed that a most conservative estimate would be that these visitors leave at least \$50 each on an average in the state. Indeed, some of them spend more than \$50 a day."

"The corner of Third and Morrison streets is a street-car corner. That will make a total of more than a million and two-thirds of dollars left by these people in the state for board and guides alone. It is believed that a most conservative estimate would be that these visitors leave at least \$50 each on an average in the state. Indeed, some of them spend more than \$50 a day."

"The corner of Third and Morrison streets is a street-car corner. That will make a total of more than a million and two-thirds of dollars left by these people in the state for board and guides alone. It is believed that a most conservative estimate would be that these visitors leave at least \$50 each on an average in the state. Indeed, some of them spend more than \$50 a day."

"The corner of Third and Morrison streets is a street-car corner. That will make a total of more than a million and two-thirds of dollars left by these people in the state for board and guides alone. It is believed that a most conservative estimate would be that these visitors leave at least \$50 each on an average in the state. Indeed, some of them spend more than \$50 a day."

"The corner of Third and Morrison streets is a street-car corner. That will make a total of more than a million and two-thirds of dollars left by these people in the state for board and guides alone. It is believed that a most conservative estimate would be that these visitors leave at least \$50 each on an average in the state. Indeed, some of them spend more than \$50 a day."

"The corner of Third and Morrison streets is a street-car corner. That will make a total of more than a million and two-thirds of dollars left by these people in the state for board and guides alone. It is believed that a most conservative estimate would be that these visitors leave at least \$50 each on an average in the state. Indeed, some of them spend more than \$50 a day."

ADVERTISING MATTER

Will Be Distributed in California to Good Advantage.

Secretary Max M. Shillock, of the Board of Trade, received the following letter from a prominent local business man who is at present sojourning in San Francisco:

CLOSE OF LECTURE SERIES

Professor O'Hagan Speaks of the Life and Art of Europe.

"A Peep Into the Life and Art of Europe" was the subject of Professor Thomas O'Hagan's lecture at St. Mary's Academy last evening.

The lecturer commenced by briefly sketching his trip across the Atlantic in 1898, and the incidents that happened on the voyage.

Having reached England, Dr. O'Hagan instituted a comparison between the Saxon and the Celt, pointing out that in the former there was more realism and in the latter more idealism. The English, said the speaker, "are a strong and progressive nation, but they are largely horrified by the things of the earth and at times can be both aggressive and oppressive."

Describing his trip up the Rhine, the speaker stated that the river, divested of its historical associations, was far from scenic to the scenery of Quebec, the Hudson of New York or the Columbia of Oregon and Washington.

The City of Munich he described as a great center of art, he having found there some of the finest objects of the Dutch, German and Flemish schools of painting.

Dr. O'Hagan next gave a graphic and highly interesting description of the "Passion Play" as he passed to Italy, referring to the "White Shepherd of Mantua," which he considers as one of the greatest events in his life. From Italy he declared to be a land of art, one which has preserved its medieval monuments better than any other country in Europe, and that there was but one Venice, and that one famous for its gondolas and "tips."

Florence was next described as the birthplace of Dante, Boccaccio and Michael Angelo, the lecturer declaring that no other city in the world, with the same population, had produced, in one century, such a flowering of genius as Florence, the shrine and home of the Italian renaissance.

Dr. O'Hagan closed his lecture by a brief description of the City of Rome and his audience with Pope Leo XIII, whom he designated as the "White Shepherd of Mantua," remaining in the City of the Seven Hills.

The attendance, which has increased nightly since the first of the series of lectures, was very large last evening. Most Rev. Archbishop Alexander Christie and a large number of his clergy were also present last night. Dr. O'Hagan will leave for Ogden this morning and from there visit Salt Lake City, Omaha, Dubuque, Chicago and Cleveland, delivering courses of lectures in each of these cities. He will sail for Europe March 31, where he will spend two years in study and travel.

PERSONAL MENTION

W. R. Hume, a well-known politician of Astoria, is at the Imperial.

J. C. Watt, merchant of Ruben, Or., is a guest at the Hawthorne.

John W. Langdon, a banker of Walla, Walla, is staying at the Imperial.

Leroy Brown, a prominent business man of Silverton, is at the Imperial.

George R. Riddle, a mining man from Grant's Pass, is a guest of the Perkins.

George H. Dufur, of The Dalles, son of ex-Senator Dufur, is at the St. Charles, accompanied by his wife.

W. S. Levens, a well-known resident of Baker City, who was formerly Mayor there, is visiting in the city.

T. O. Trullinger, a millman of Astoria, and P. A. Stokes, a merchant of the same town, are registered at the Imperial.

Ex-Senator Haines, of Forest Grove, who has been on a short visit to San Francisco, arrived here yesterday on his way home.

Colonel Converse J. Smith, of Boston, and Colonel John C. Linck, of Tacoma, special agents of the Treasury Department, are in the city, checking up the various government offices in the Federal building.

Meier & Frank Company... The ladies' Neckwear Display is superb—New pendant effects, grape appliques, etc. Spring Dress Fabrics—A remarkable showing of all the newest and best materials. New Walking and Dress Skirts—The very latest styles and materials—All prices. The Spring display of Silk and Cotton Waists is second to none in the land—Second Floor.

Opening Days... With temperature trying to make you believe that Spring was only a delusion we scored a genuine triumph at yesterday's millinery opening. The verdict: What fine millinery: pretty, stylish and dainty headgear—A showing altogether the most charming you have ever seen. Come to learn what is new in millinery, and if to buy, to buy that which is correct and safe. Beautiful Hats, hosts of them, just the kind women have dreamed of, extreme simplicity linked with the picturesque. Flower gardens if you want them—Every fancy is easily pleased from a collection so large and varied as this. The imported Pattern Hats will also interest you. Come today.

'Onyx' Hosiery for Women... Every pair of block or fancy Hosiery for men, women or children bearing the stamp "Onyx," contains more wearing quality and style than any other make manufactured. This is better recognized by women than men, women being the better judges as to quality in hosiery. The "Onyx" stamp is the standard of good hosiery and is known in every home in the length and breadth of the land. The Spring and Summer styles in black and fancies now ready. The largest, the best assortment you ever chose from. Prices ranging from 50c to \$3.50 pair.

New Carpets and Curtains... House-cleaning time usually means considerable renovating—New carpets, curtains, rugs, shades, etc. You can't go wrong here—You can choose Carpets, Tapestries, Wall Coverings or stuffs for covering furniture, and it needn't cost much either. We are brim-full of suggestions. Come and see. Custom Shade Work a specialty—Best materials and workmanship. Very Lowest Prices. Meier & Frank Company

SEES TWICE AS MUCH W. G. SMITH & CO. Third Floor Washington Building. Are the Leading Wedding and Visiting Card Engravers AND STATIONERS

JOHN LABERTEAUX NOVEL PLEA IN DAMAGE SUIT. Is Suing Street-Car Company Because an Accident Has Given Him Double Eyesight.

John M. Laberteaux, who alleges that he sees double because of a street-car accident, wants \$10,000 damages from the Oregon Water Power & Railway Company. The trial of the case was begun before Judge Frazer and a jury yesterday, and will be concluded today.

Laberteaux testified that on November 7, 1902, as he was attempting to board a car at the corner of Hawthorne avenue and East Forty-fourth street, the motor-man started the car suddenly and he was thrown to the ground, striking violently on the back of his head. Laberteaux stated that he was knocked senseless. He did not know what occurred after that for 24 hours, and did not entirely regain consciousness for several days. Laberteaux is 72 years old, and was formerly in the grocery business in Portland. He is a large man, weighing considerably over 300 pounds, and he testified that he has enjoyed good health and good eyesight before the fall, never wearing glasses except to read. Now, he said, when eating his meals he sees two pieces of bread when there is only one in front of him, and everything else in the same way. He thinks he has two dollars in his hand when there is only one, and if he rides on a street-car cannot tell if he is paying the conductor one far or two.

Dr. Richard Sturm, an expert oculist, testified that he examined Laberteaux's eyes, and as a result of the tests made and from statements of his patient concluded that he is afflicted with double vision. This might be occasioned from the effects of a fall where the head was injured. The witness said in such examinations the answers of the patient had to be relied upon to a considerable extent, but the examination, nevertheless, was sufficiently thorough to convince the physician.

Dr. S. E. Joseph, who treated Laberteaux for the wound resulting from the fall, testified that Laberteaux was dazed. Dr. Joseph has treated Laberteaux at other times and told of advice given him. Judge Frazer decided to have Dr. E. D. Connel, an oculist, examine Laberteaux's eyes. The defense which the company will offer is that Laberteaux carelessly got in front of the car as it was turning into Hawthorne avenue; that he was struck by the car and knocked down, and that the accident was not caused by the motor-man starting the car suddenly as Laberteaux was in the act of getting on.

AUTOMOBILE NOT TO BLAME. Damage Suit Brought Against Dr. E. A. Lawbaugh Is Dismissed. C. W. Todd's back team did not run away on the night of December 2, 1902, because of the negligence of the man in charge of Dr. E. A. Lawbaugh's automobile, Judge Cleland so held yesterday and granted a nonsuit in the case of Todd against Dr. Lawbaugh for damages. Todd testified that his two horses were

... This is the second attempt of the kind in the past week. Last Friday an attempt was made to burn the Columbia dock, but was stopped before the flames had any headway. The Fire Department was kept on the run yesterday. Six alarms were answered during the day. But two gave any trouble. Chemical Company No. 1 and Hose Company No. 1 answered the alarm. After the flames were extinguished, District Attorney John Young made an investigation as to the cause of the fire, and found every evidence to indicate that it was incendiary. Beneath the dock a large pile of dry kindlings and wood had been piled to this and to the woodwork of the dock coal oil had been applied and a flame started. To Cure a Cold in One Day... This Laxative Bromo-Quinine Tablets. This signature is on every box, 25c.