

16

Mayor Still Firm in Opposition to Wharf Bonds Sale at This Time.

SIMON WILL USE HIS VETO

After Hearing Executive's Views Delegation From Civic Bodies Would Take Scheme Out of His and Council's Hands.

line.

********************** CONFERENCE ON FUBLIC DOCKS.

Contentions of Dock Advocates

It is imperative that the port shall have public dock facilities, Now is the time to invest \$500,-800 in property; the Administration

should do as much as possible with this amount, then ask more. Railroad interests are trying to

shut out municipal ownership to conrol situation The people will have to elect a

dock commission, which will pro-

It is the Mayor's duty to approve erdinance to sell the bonds.

Mayor Simon's Objections.

It fs not proper to start a great roject involving millions with \$500. No definite plan has been outlin

and no one knows what site could be had or what it would cost.

It is a poor time to sell bonds, even were everything else all right. wrangling City Council never would select a site.

Advimability of proceeding doubt-ful until people have another oppor-tunity to declare whether, in the light of events, they want to invest

a vast fortune in municipal docks, *************************

Failing to convince Mayor Simon that he should approve the ordinance calling for the sale of \$500,000 public dock bonds, the joint committee of the Cham-ber of Commerce and the Taxpayers' League yesterday afternoon told him that they will initiate a movement to create a public docks commission, "which will fulfill the will of the peole, if the Mayor and City Council fill not." This pleases the Mayor. Mayor Simon told the members of the

committee very frankly that he will veto the ordinance; that he has gone into the subject carefully and that he is satisfied it is his plain duty to disapprove of the measure for several good reasons. He said that he is not en-

reasons. He said that he is not we way, but that is the lass of he distributed demand both, and the same be have of the distrement of the distrement. The distrement of the distrement. The distrement of distrement of the distrement and distrement of the distreme

judgment of others well informe \$500,000 will make little headway, and Councilman Lombard said that he pur-chased the Irving dock for \$125,000. DANUUN and is now offered \$200,000 for it; that n his opinion, a good site can be pur hased north of the Steel bridge fo \$200,000 and that a concrete dock could be built for \$300,000, making much use Government Asked for Imf the bond issue Lombard Questioned. Mayor Simon then asked Mr. Lom hard where he would select a site, and JETTY NEEDS LAMPS, TOO

site four years and did nothing definite, he explained. The Mayor then proceeded to state his serious objection, and he refused to listen to the declarations of the va-Danger Signals and Lights for Large the people having voted the bonds, it is his business to blindly follow orders, with no plan whatever in out

"I seriously question whether the More modern and effective lighthout people would again order public docks, were the question put up to them." declared the Mayor. "When they voted on this issue I am confident they did and jetty lights are being demanded by the people of Bandon and vicinity for the bar of the Coquille River, and they have not fully realize what it meant: I beprepared a petition which will be forlieve it would be better to go before the people with a full explanation of the project and ask them to vote again; warded at an early date directly to Washington, asking the Government for if they want the docks, ask them to vote enough funds to handle this proj-ect properly. I am convinced that the city cannot operate docks at a profit.

thing left to do, if the Council sus-tains your veto, is to initiate an amend-

nent to the charter calling for a pub the docks commission, to up what you

CHECKS TRADE ACTIVITY.

Weather Has Also Been Unfavorable

for Distribution-Conditions in

the Iron and Steel Market.

In Pig Iron.

NEW YORK, May 18 -R. G. Dunn & Co.'s weekly review of trade tomorrow will

Little business has developed in pig iro

innati

Inaba Los Angeles

That would be a good way to do,

and the Council refuse to do."

BUYERS HOLDING

replied the Mayor.

washington, asking the Government for the proposed improvements. E. D. Parsons, captain of the steamer Newport, which arrived Thursday after-noon from Coquille, explained yesterday the demands of the people of that place and incidentally told how much the largbut there may be indirect benefits; I am not discussing the dock question on this basis, but simply as to the ordier part of the Oregon coast is in need of better lights and foghorns. The pehition prepared by the Bandon people asks for the removal of the presthis basis, but simply as to the ordi-nance now before me, and my objec-tions to it are on the ground that it is an inopportune time to take up the question and that we have not enough

------funds with which to proceed properly with the construction of a dock sys-

STEAMER INTELLIGENCE.

Date

LIPUI

provements at Coquille.

Part of Oregon Coast in

Need of Change for

Better.

Mayor Simon has several propositions Due to Arrive. from real estate dealers for sites on the riverfront, and he declared to the committee and Councilmen that, should From. Name. From. Date Rygla.....Otaru...In port Breakwater..t Coos Bay. In port Faicon.....San Francisco In port Sue H. Elmore. Tillamook...In port Roanoke.....San Pedro...May 14 Geo. W. Elder. San Pedro...May 14 Bear......San Prof. May 23 Herrukes......San Francisco May 23 Herrukes.......San Francisco May 23 Henrik Ibren...Hongkong...June 15 Golden Gate...Tillamook...Indeft the bonds be sold, every one of these will have their friends at work in the Council and a long wrangle will ensue, with the probable result that hothing will be done. "I must say, then," concluded Mr. Teal, as the committee was about to leave the Mayor's office, "that the only

Scheduled to Depart. Name. For Date.

 Name.
 For
 Date.

 Rygia.
 Hongkong...May 14

 Bear.
 San Francisco May 14

 Beaver.
 San Francisco May 14

 Brankwater.
 Coos Bay...May 14

 Falcon.
 San Francisco May 14

 Rosnoke.
 San Prancisco May 14

 Geo. W. Elder. San Pedro... May 17

 Wilhelmina.
 Stuniaw... May 17

 Wilhelmina.
 Stuniaw... May 17

 Wilhelmina.
 Stuniaw... May 17

 Henrik Ibean.
 Hongkong...June 25

 Goiden Gate...
 Tiliamook... Indeft

BACK Entered Friday. Steamer Falcon, Captain Dahlquist, from San Francisco, with genera UNCERTAINTY AS TO PRICES cargo.

from San Francisco, with 1800 bar-rels of crude oil, for the Associated Oil Company.

genn, from Coos Bay, with general cargo. Cleared Friday.

for San Francisco, in ballant NEW YORK, May 12 .- Bradstreet's to Steamer Breakwater, Captain Mac NEW YORK, May la. Bradsheet a to morrow will say: Trade is quiet as a whole, unfavorable weather, the indefinite crop outlook and uncertainty as to prices of merchandise all tending to retard distributive demand both

Steamer Bear, Captain Nopander,

& Steel Works, and the prospects for the work to come to Portland is ex-cellent, according to statements made vesterday by the management of the

THE MORNING OREGONIAN, SATURDAY, MAY 14, 1910.

nrm. One of the vessels will cost in the

One of the vessels will cost in the vicinity of \$120,000, and the other will be somewhat less, although the ap-proximate cost is not known. B. C. Ball, manager of the ship-building department of the Willamette Iron & Steel Works, went to Seattle Monday to see about the plans and specification for the vessels, and re-turned Wednesday. The company's bid for the larger vessel will probably be forwarded to Seattle today. • The first of the five steel barges being constructed by the Willamette Iron & Steel Works, will be launched sometime today. It, and two of the others which will be completed later, will belong to the Columbia River Con-tract Company, and will be used in hauling rock to the jetty. They can have a capacity of 1000 tons. They cach

Newport Is Kept Busy.

Promise of having all the freight she can handle is given the steamer Newport, which was recently put on the run between Portland and the Coquille River. The vessel came in Thursday afternoon loaded with various kinds of produce, and it was asserted yesterday that she will be unable to take away all the freight of-

fered her. After returning to Bandon, the Newport will take a load of 300 head of beeves from there to Eureka, before re-turning on another trip to Portland.

Condor Due With Lumber.

From Newport and Waldport with a cargo of lumber, the gasoline sloop Con-dor is due to arrive at Portland today. She will sall Tuesday for her home ports and later will come back here to go of the drydock for repairs. The repairs of the Condor are made necessary as a re suit of the recent accident in which she figured in Alsea Bay.

Marine Notes.

There will be a meeting of the State Board of Pilot Commissioners some time next week at Astoria.

By today the rise in the river will

By today the rise in the river will reach 19.5 feet, and according to the local weather office it will not change from that for a day or two. To complete taking on her cargo of lumber at that place, the British steamer Inverkip was shifted yesterday to the Portland Lumber Company from Inman-Poulsen's mills.

Bringing T50 tons of freight, the larger part of which was from the Atlantic sea-board and Europe, the steamer Falcon, coming directly from San Francisco. where she connects with the rs of the company, arrived in port vesterday. The schooner King Cyrus, which arrived

in the river yesterday, will load lumber at Gobie for San Pedro. The plan of having her put on the drydock here was changed, owing to the objections of the captain, who said she could go with her load south first. She will have her spara repaired at San Pedro before returning here for more lumber.

Maverick Sends Wireless.

S. S. Maverick to Weather Bureau, Portland, Or.-Maverick, off Cape Arago, May 13, 1910.-Three twenty-five P. M. Light northwest wind; long westerly swell; clear. Barometer, 30:42. Temperature, 66 degrees. (Signed)

M'KELLAR.

Arrivals and Departures.

Arrivals and Departures. PORTLAND, May 13.—Arrived—Steamer Francisco: from San Francisco: steamer Ross-erans, from San Francisco: steamer Jim But-ler, from San Francisco: steamer Jim But-from San Francisco: steamer Autocloin, trom San Francisco: steamer Rimore, from Tilamook. Salled—Breamer Catania, for San Francisco: from St. Helens, steamer Rainler, tor San Francisco. San Francisco: St. Helens, steamer Rainler, tor San Francisco. San Francisco: St. Helens, steamer Rainler, tor San Francisco. San Francisco: Arrived at 10 A. A steamer Geo. W. Elder, from Portland. A steamer Rosserana Arrived down during the sight and miled at 5 A. M. steamer Carco, for San Francisco. and steamer Yo-semile, for San Francisco. Arrived at 5 and left up at 0:46 A. M., steamer Jin Butler, from Sigo Arrived at 7:15 A. M., schooner Arrived Sigo A. M., steamer And San Francisco. Arrived at 7:15 A. M., schooner Arrived at 9:45 A. M. schooner King Cruss from San Francisco. Arrived at 7:16 A. M., steamer, from Sigo Arrived at 7:15 A. M., schooner Arrived Sigo Arrived at 7:15 A. M., schooner Arrived at 9:45 A. M. schooner King Cruss from San Pedro. Arrived at 7:16 A. M., schooner Arrived at 9:45 A. M. schooner King Cruss from San Pedro. Arrived at 11:15 A. M., Barken-tived at 11 A. M. and left up at 2 F. M.



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cures completely.

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method. It is the

only thoroughly scientific treat-

ment for this ail-

ment being em-

Bladder Troubles,

etc., are also

among the ail-ments I cure to

Piles, Kidney and

ployed.

stay cured.

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est and finest in the Northwest.

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via Victoria; Chehalis, for Grays Harbor, Rose City, for Portland; G. C. Lindauer, for Grays Harbor; Centralia, for Grays Harbor; Raymond, for Willapa. Reamer Elmore, from Tillamook, Sailed at 11 A. M., schooner J. H. Lausman, for San A. M., schoolser J. H. Lamanna, M. S. Francisco, Redondo, May 13.—Salled yesterday, Brit-isk steamer Ardmount, for Portland. San Francisco, May 13.—Arrived—Schoonser Oregon, from Bandon, bark R. P. Ribet, from Hilo; steamers M. F. Plani, from Coos Bay; Goo, W. Elder, from Autoria; Queen, from Seattle, Salled—Steamers Sals, for Hamburg,

Tides at Astoria Saturday. High. Low. 4.15 A. M.....8.3 feet[11:36 A. M...-0.3 for 6.26 P. M.....6.9 feet]

UNEQUALED

. D. D. FOR BAD BLOOD Normal, healthy blood contains millions of tiny red corpuscles, which are the vitalizing and nourishing element of the circulation. These corpuscles are constantly forming in healthy systems by the extraction of nutriment from food eaten, and this nourishment is then supplied through the circulation to every portion of the system. Any system which does not receive the proper amount of blood nourishment is not prepared to withstand the countless disorders that assall it. Bad blood can not nourish the body, the circulation must be pure, rich and strong if we would enjoy good health. Bad blood manifests itself in various With some it takes the form of skin diseases and eruptions, others become ways. bilious and malarious, with sallow complexions, toryid liver, etc. If the germs and impurities in the blood are of a more virulent nature then bad blood becomes more serious and produces Rheumatism, Catarrh, Sores and Ulcers, and like troubles. Nothing equals S. S. S. for bad blood. It is Nature's own blood purifier, made from roots, herbs and barks. It goes into the circulation and removes every impurity or poison, strengthens and enriches the blood, and in this way suppli body with the proper amount of nourishment to maintain good health. S. S. S. is likewise the finest of all tonics and while purifying the blood builds up every portion of the system. S. S. cures every aliment coming from bad blood, and it does so simply because it purifies the circulation. Book on the blood sent free to all who write. THE SWIFT SPECIFIC CO., ATLANTA, GA.



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boz. All druggists or direct from Mother-medy Co., 319 Cisland Bidg., Detroit, Mich.

Stops Seasickness

Big G

Hay Pere

Inflammations. Irritations

or nicerations of all mu-cous membranes, unnatu-ral discharges from nose, throat or urinary organs.



CURE CONFIRMED. "I am glad to tell you after using two large bottles and two small ones and two boxes of Liq-uozone Olntment, the bolls are all gono and I am well. We cannot do without it in the house. We also get Liquozone Soap, which I think is the best soap Fever used." M. McRae, Rocky Mount, N. C., May 10 1907. 10, 1907.

IMPURE BLOOD

CONFIRMED AGAIN.

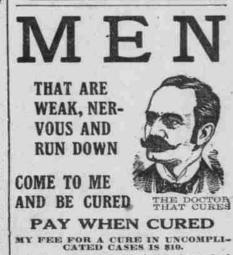
CONFIRMED AGAIN. Mr. McRas writes on Oct. 1, 1909, that we are at liberty to confirm these statements at this date. He has not been troubled with impure blood since. These letters are merely speci-mens of many thousands we re-ceive unsolicited from grateful pa-tients. Many more telling of re-markable cures of these as well at other germ diseases will be sent anywhere on request.

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F CURE Varicose Veins, Contracted Allments, Piles and Specific Blood Pol-son and all Allments of Men. CURE OR NO PAY-I am the only

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genn, for Coos Bay, with general CHIRO.

week last year. For the 45 weeks ending May 12, exports are 127,019,045 bushels against 153,217,164 in the same period last for a new City Jail they were unable to decide upon any location, and we finally had to accept the offer of the yoar.

County Court to use the new Court- IRON AND STEEL TRADE CONDITIONS house. More Business in Finished Products Than

Rushlight Interposes.

will tell you what I will do," in terjected Councilman Rushilght, ad-dressing the Mayor, "if the bonds are sold; I will vote for any proper loca-tion you may select."

"Yes." quickly replied the Mayor, "any proper location; the proper loca-tion would be construed in a dozen ways by as many Councilmen, and we yould get nowhere."

After going over their ground as carefully as possible and stating their case very clearly from their point of view, the members of the committee failed to make any favorable impression upon Mayor Simon, and he as-sured them he will veto the ordinance under discussion. The committee was composed of William MacMaster, pres-Ident of the Chamber of Commerce; J. N. Teal, H. M. Haller, F. W. Mulkey and C. F. Adams, Councilmen Wallace, Lombard and Rushlight were present, but not as members of the commit-

MacMaster Speaks.

tee.

President MacMaster opened the subject by saying that the newspapers had published statements as to the Mayor's intention of votoing the ordi-nance and said the committee wished to inform him as to their attitude on the question in the hope of changing his mind, if it were true he intended to yeth the measure. He said that Mr. Teal would speak on the subject, and Mr. Teal proceeded. Mayor Simon ob-merved that he would be glad to have

II and frank discussion. . Teal said the city was in great need of a public docks system, and must | Kar sooner or later have docks munici-pally owned for the accommodation of the steamship companies which will wish to operate in Portland. He de-clared that the study he had made of this question, after personal inspection of the docks of numerous American and Los Arigeles Losiscille Millensikle Pertiand, Or St. Frui St. Frui Burkalo foreign cities, had convinced him that it is imperative that the city shall have its own wharves. He said the railroad interests have purchased much waterfront and are holding it firmly, with no desire or intention whatever releasing it, as they realize its great value.

Opportunity Slipping By,

Mr. Teal emphasized the point that, unless the municipal government quick-ly acquires what it needs for docks, the opportunity will be gone; it will cost more when the city does try to purchase and that, meanwhile, great loss is being suffered by reason of the lack of proper shipping facilities. Mayor Simon called attention to the fact that, in his judgment and in the Galveston

ernment will find it necessary at an early date to revise its lights and fog signals along much of the Oregon coast. In speaking of this yesterday he said:

"It was only a few years ago that there was but little sea commerce to Portland, and the Government at that time installed its lights and danger signais in accordance with the limited re-quirements. But these have gone out of date, and the ships that are constantly coming and going between Portland and other points along the coast have increased wonderfully. "We should have better coast lights and

signals now to meet with the conditions. For instance, there is at the present time no aid to navigation between Tillamook Head and Cape Arago, a distance of ap-proximately 15 miles. What is needed most are forhorns. There should be in-stalled forhorns at Cape Lookout, at Yaquina and various other places on the Oregon coast. "One thing that should receive special

the light at Heceta Head. The light appears only once in every two minutes, and this is not frequent enough, especially when there is shifting fogs or mists."

CREW IS NOT REIMBURSED

Government Fails to Pay Manzanita's Men for Losses,

Following the published announce

<text><text><text><text> Bank Clearings. ment yesterday morning to the effect that the Port of Portland would pay the Government \$10,700 as a result of the damage done the lighthouse tender Manzanita, when the latter collided with a dredger on the Columbia River Contober 1805 inculty with a set NEW YORK, May IL --Bradstreet's bank learings report for the week ending May is shows an aggregate of \$3.150,051,000 as ngainst \$3.763,125,000 last week and \$3.-100,397,000 in the corresponding week last P.C
 New York
 \$1,931,776,000

 Chicage
 277,902,000

 Boston
 151,397,000

 Philaderphia
 156,450,000

 St. Louis
 76,445,000

 Kansas City
 48,344,000

 Pittaburg
 48,552,000

 San Francisco
 41,573,000

October, 1905, inquiry was made re-garding what the crew would get for their losses, and it was found that po provision has yet been made for re-imbursing them for their personal ef-1nc. fects which went down with the Man-manita at that time. When the Manzanita went down, she was carrying 24 officers and men. All

^{9,3} 4.6 their personal effects on the vessel 23.9 were lost, and it is understood that 13.9 the Oregon delegation to Congress has 10.5 promised to have them reimbursed, but

promised to have them reimbursed, but that this has not been done. The effects lost by the men on the Manzanita were valued at \$1700, and unless Congress does something for them, the men will be forced to lose it all. It is possible that a bill will be passed by Congress appropriating from the money to be received from the Port of Portland, the amount due the crew of the Manzanita. 12,501,000 10,177,000 12,755,000 10,098,000 26.7 *6.7 331.6 crew of the Manzanita. 7,087,000 8,750,000 7,387,000 8,302,000 8,3041,000 5,314,000 5,314,000 1,654,000 1,654,000 1,650,000 1,610,000 020,000

BIG CONTRACTS EXPECTED

Two Passenger Steamers May Be Built in Portland.

Bids for the building of two passen 1.205,000 25.0 829,000 13.0 27.424,000 5.8 14,216,090 31.5 be submitted by the Willamette Iron

TIZ Makes Sick Feet Well, No Matter What Ails Them.

Feet Tired--



<text><text><text><text><text><text><text>

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that follows taking a dose of castor oil, salts or calomel, is about the worst you can endure-Ugh-it gives one the creeps. You don't have to have it-CASCARETS move the bowels-tone up the liver-without these bad feelings. Try them. 914

CASCARETS no a box for a week's treatment, all druggists. Biggest seller in the world. Million boxes a month,

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may reasonably be judged by a crowded waiting room. You know I have been in the same location for many years, still every day in the week my offices are thronged with the sick and afflicted availing themselves of the liberal low fee rate extended to the public by this eminent spe-cialist. Why is this so? Simply because my reputation for cures has stood the test of years. There are no extra fees for complicated cases. You may have one or a dozen aliment I treat. A patient remarked in my reception parlors: 'Dootor, I do not see how you can give such therough and painstaking treatment and devote so much care and attention to each patient for such a very low fee.'' I replied: 'My profit lies in the iarge number I cure every year.'' Many cases accepted for less than \$10 now.

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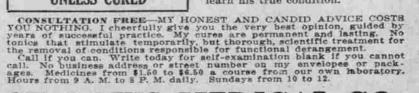
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