

LOADED SHIP HITS  
PIER; COLLAPSE  
FAST

Sunken Rocks of Old Madison  
Street Bridge Catch  
British Steamer.

CARGO TO BE LIGHTERED

Loaded With 2,950,000 Feet of  
Lumber, Tramp Riverdale Meets  
Accident as She Is Being  
Backed Down the River.

While being backed downstream from the mill of the Portland Lumber Company, aided by the steamers Oklaheima and M. F. Henderson, the British tramp Riverdale, with 2,950,000 feet of lumber for Tsingtau, China, struck the submerged residue of the old Madison-street bridge draw pier about 5:45 o'clock yesterday afternoon and remained fast.

An examination by a diver disclosed the fact that the pier is holding her aft amidships and practically on a line beneath her mainmast. The vessel was in charge of Pilot Anderson and the first intimation that she had encountered an obstruction was when she staggered and listed to port about seven degrees. The force of the impact virtually lifted the bow of the Henderson out of water, as she was made fast alongside the riverbank of the bridge and almost immediately the Riverdale settled back, being listed about two degrees, in which position she remained. The fact that the steamer Oklaheima had made fast to her stern with cables and used regular hawsers for breast lines, probably saved her injury, for when the steamer first listed both breast lines parted.

Captain Crowe Takes Charge.  
Captain Albert Crowe, representing the marine underwriters of San Francisco, was aboard the Riverdale, superintending the lashing of her deckload of 750,000 feet of lumber, and he immediately assumed charge of the situation, though the first move by Pilot Anderson was to order full speed ahead in an effort to dislodge the big tramp, but it proved fruitless. As it was assumed from the first that the abandoned pier was the cause of the trouble, it was decided to make no effort to swing her, and Fritz De Rock, a diver, was employed to ascertain how she was resting. He did not complete his marine journey until yesterday afternoon and then reported that the vessel rested on the pier, and that it was surrounded by a mass of cement blocks and other debris that make it dangerous to disturb the big carrier until her draft was lessened.

Cargo Will Be Lightered.  
Captain Veasey, Lloyd's surveyor; General Manager Butch, of the China Import & Export Company, which is dispatching the cargo; Captain Groves, superintendent of the Portland Harbor; Harbormaster Speier and Pilot Anderson held a consultation after hearing the diver's report, and it was agreed that no move should be made until night. An anchor was run out forward with 90 fathoms of line, and a deck-charge ordered for the night, with the understanding that the vessel would be lightered this morning and the work of lightering the steamer would be completed by noon.

It is estimated that her deckload is 1000 tons, and it was thought that with the removal of the material after it would reduce it by 350 tons. It does not appear that the remainder of the deckload will be swung over the side. Some of the lumber will be placed on barges and the remainder hauled into the river, to be caught by boom sticks.

The Riverdale was drawing 27 feet when the last of her load was placed there, and the water was 27 feet in the pier her gauge showed but 27 feet, indicating that she had been forced out of water nearly a foot.

Contractor Is Criticized.  
There was a strong inclination last night to place the blame on Contractor Wakefield, engaged in building the new Madison-street bridge, because the old draw pier had not been raised to the riverbed. Sounding made around the Riverdale gave an average depth of 30 feet and there was no doubt expressed by those aboard the steamer but that she could have cleared the obstruction a short time ago, but the river has fallen so rapidly that there is a scant 22 feet over the pier.

As soon as the after deckload is removed today another examination will be made by the diver to ascertain, if possible, what damage has been sustained by the vessel, as it is felt that at least her plates have suffered and probably some of the frames. In that event she may be placed in drydock, so that a complete survey can be made and Lloyd's and the underwriters informed of its extent.

The Riverdale loaded the first of her cargo in the lower harbor and moved Friday through the bridge to the Portland mill Friday evening.

Spencer Breaks Steam Pipe.  
While lying at her dock yesterday morning, with a steam pressure of but 80 pounds, the steamer Charles R. Spencer's main steam pipe burst. No injuries were sustained by members of the crew and no additional damage resulted, but owing to the fact another pipe of that dimension could not be secured several of her company were discharged and she will be out of service for a few days.

Dredge Sunk by Big Snag.  
Another marine accident reported yesterday was the sinking of a digger dredge owned by the Columbia Contract Company, which struck a snag in the Lower Willamette, a mile and a half south of the mouth, that passed through her bow and struck and projected some distance above the pier. The digger was being towed by the tug Pronto.

District Synod Meets  
German Evangelical Lutheran Discuss Church Work.

The Oregon and Washington district convention of the German Evangelical Lutheran synod of Missouri, Ohio and other states convened yesterday in Trinity Church, corner Williams and Graham avenues. Rev. J. Strausen, of Milwaukee, Wis., vice-president of the synod, conducted the opening devotional exercises and delivered the sermon. In the afternoon Rev. L. Strube, of Cornelius, Or., president of the district, exhorted the delegates to hold fast to the doctrinal.

treasury in excellent condition, the large deficit of the previous year having been wiped out by free-will offerings. He spoke of the fund for building and maintaining seminaries and colleges and urged all to contribute liberally toward the \$50,000 which the church proposes to raise for extension work.

Next year being the centennial anniversary of the birth of Dr. G. D. W. Weather, the foremost theologian and founder of the synod, and 1910 being the 40th anniversary of the Reformation, various conferences of the synod are considering plans of raising several million dollars for the extension of the present seminary at St. Louis or the establishment of a Lutheran university at St. Louis. Another move was announced for raising \$5,000,000 for church extension. In connection with this the district board of church extension reported that it had in the course of the year assisted the congregations at Bellingham, Wash., and Twin Falls, Idaho, in erecting and maintaining the churches. Applications from Richmond, Wash., before the board. It was warmly urged that this fund be maintained.

GOOD STOCK SELLS WELL

QUALITY CATTLE BRING TOP PRICES.  
Bulk of the Offerings at the Local Yards Are of Poorer Grades.

The business at the stockyards yesterday showed that there was a strong demand for the best quality of stock and an indifferent inquiry for lower grade stuff. There was only a moderate supply available. Three loads of choice steers were sold at \$5.75 and from that figure the price ran down to \$3.80 for poor grade. The bulk of the sales were in the neighborhood of 45. Cows ranged in price from \$14.45, steers from \$3.50 to \$4 and bulls from \$3.50 to \$3.75. There was one sale of ewes at \$2.75.

The receipts yesterday were: 280 cattle, 38 calves and 6 horses. Shippers of the stock were: Lee Miller, of Jefferson, one car of cattle, calves and horses; L. E. West, of Oakland, one car of cattle and calves; S. L. Overton, of Brownsville, one car of cattle; J. C. Lebonan, one car of cattle, calves and horses; George Perry, of Heppner, one car of cattle; Knorr & Garman, of Cottonwood, Idaho, two cars of cattle, and Ed Knorr, of Grandville, Idaho, three cars of cattle.

The day's sales were as follows:  
4 bulls ..... \$12.00 37.75  
20 steers ..... 11.45 3.20  
17 cows ..... 9.50 3.10  
10 calves ..... 10.00 3.10  
2 stags ..... 13.85 4.00  
24 steers ..... 11.75 4.00  
10 cows ..... 10.47 3.80  
16 calves ..... 12.00 3.80  
1 bull ..... 12.50 3.75  
24 steers ..... 11.01 3.30  
24 calves ..... 8.50 4.05  
27 steers ..... 11.00 3.75  
24 cows ..... 10.00 3.75  
24 calves ..... 10.34 4.05  
10 cows ..... 10.00 3.75  
6 cows ..... 9.22 3.75  
114 steers ..... 10.54 3.60  
114 cows ..... 10.14 4.00  
23 steers ..... 10.90 4.10  
11 calves ..... 10.00 4.50  
1 stag ..... 11.70 4.50

Prices quoted on the various classes of stock at the yards yesterday were as follows:  
Beef steers, good to choice ..... \$2.50 5.75  
Good to medium ..... 2.25 4.75  
Cows and heifers, good to choice ..... 4.25 8.10  
Cows and heifers, fair to medium ..... 3.50 4.25  
Bulls ..... 3.80 4.50  
Calves, light ..... 2.50 3.75  
Calves, heavy ..... 3.50 4.25  
Hogs, top ..... 10.00 12.00  
Hogs, fair to medium ..... 8.00 9.75  
Hogs, bottom ..... 6.00 7.50  
Sheep, fair to good wethers ..... 3.00 3.50  
Sheep, best ewes ..... 2.00 2.50  
Lamb, choice ..... 4.00 4.50  
Lamb, fair ..... 3.75 4.25

Eastern Livestock Markets.  
CHICAGO, July 27.—Cattle—Receipts, estimated at 10,000; market steady to 100 lower. Steers, \$4.75-\$5.20; pigs, \$3.40-\$3.50; Western steers, \$4.75-\$5.00; stockers and feeders, \$4.00-\$4.25; calves, \$5.00-\$5.25.  
Hogs—Receipts, estimated, 10,000; market, 8.00; heavy, \$7.50-\$8.25; rough, \$7.00-\$8.00; good to choice heavy, \$8.20-\$9.00; pigs, \$3.50-\$4.00; bulk of sales, \$3.50-\$4.50; Western, \$2.70-\$3.50; yearlings, \$4.50-\$5.25; lamb, native, \$4.50-\$5.00; Western, \$4.75-\$5.25.

OMAHA, July 27.—Cattle—Receipts, 4,000; market, steady to lower. Choice steers, \$4.75-\$5.25; rough, \$7.00-\$8.00; Western steers, \$4.00-\$4.50; range steers and heifers, \$2.75-\$3.50; canners, \$2.50-\$3.25; stockers and feeders, \$3.00-\$3.50; calves, \$4.75-\$5.00; hogs, top, \$10.00.  
Hogs—Receipts, 8,000; market, 8c to 10c higher. Heavy, \$8.25-\$8.50; mixed, \$8.00-\$8.50; light, \$8.00-\$8.50; pigs, \$3.50-\$4.00; bulk of sales, \$3.50-\$4.00; Western, \$2.70-\$3.50; yearlings, \$4.50-\$5.25; lamb, native, \$4.50-\$5.00; Western, \$4.75-\$5.25.

KANSAS CITY, Mo., July 27.—Cattle—Receipts, 11,000; market, steady to 100 lower. Native steers, \$4.50-\$5.25; rough, \$7.00-\$8.00; Western steers, \$4.00-\$4.50; range steers and heifers, \$2.75-\$3.50; canners, \$2.50-\$3.25; stockers and feeders, \$3.00-\$3.50; calves, \$4.75-\$5.00; hogs, top, \$10.00.  
Hogs—Receipts, 11,000; market, strong to higher. Bulk of sales, \$8.50-\$9.25; heavy, \$8.00-\$8.50; mixed, \$7.50-\$8.25; light, \$8.00-\$8.50; pigs, \$3.50-\$4.00; bulk of sales, \$3.50-\$4.00; Western, \$2.70-\$3.50; yearlings, \$4.50-\$5.25; lamb, native, \$4.50-\$5.00; Western, \$4.75-\$5.25.

New York Cotton Market.  
NEW YORK, July 27.—Cotton—Spot closed quiet, 35 points higher. Futures, upland, 10.85; do gulf, 10.10. Sales, 93,000 bales.  
Cotton futures closed firm, 22 to 23 points net higher. July, 15.90; August, 15.24; September, 14.65; October, 13.61; November, 13.31; December, 13.40; January, 13.40; February, 13.46; March, 13.50; May, 13.52.

BRITISH TRAMP COMES TO GRIEF IN RIVER.  
The British steamer Riverdale, which was sunk by a snag in the Lower Willamette, was being towed by the tug Pronto.

STEAMER RIVERDALE AFOUL OF MADISON-BRIDGE PIER.  
The British steamer Riverdale, which was sunk by a snag in the Lower Willamette, was being towed by the tug Pronto.

RIVER DREDGE HIT  
Oil Tank Steamer Damages  
the Portland by Collision.

CHANNEL WORK STOPPED  
Rosercrans Unable to Stop Headway  
as She Enters Mouth of Willamette—Towboat Being Stationed as Aid.

As the result of being collided with by the steamer Rosercrans of the Associated Oil Company's fleet late Tuesday night, the dredge Portland, which was moored near the mouth of the Willamette, sustained damage that necessitated the suspension of operations on the channel there. The dredge will be lifted on the drydock for repairs. Her "tender," which is part of the digging equipment, was badly bent, while the cutter shaft was broken, 15 feet of her guard was torn away and when an effort was made to start her, she took water at a rapid rate. The Rosercrans was in charge of Pilot Patterson, and it is said by Captain Groves, superintendent of the Port of Portland dredges, that as the oil tank craft entered the Willamette she took a

STEAMER INTELLIGENCE

Table with columns: Name, From, Date, Destination. Lists various steamers like Ryzia, Breakwater, Beaver, etc.

"shear" that caused her to head for the dredge. Pilot Patterson immediately ordered her anchors dropped but she had gained such headway that she crashed into the Portland. The Rosercrans suffered no damage and will leave early this morning for sea, after having discharged her oil cargo at Linnton. Because of the mishap, the Port of Portland yesterday decided to have one of its towboats stationed at the mouth of the Willamette while dredges are in operation there, in order to assist the big steamers bound upstream. The tug Wallua was to have been placed in that service, but owing to the grounding of the steamship Beaver in the lower harbor, she was sent down last night, towing the barge Kliskitak.

TITANIA CAN'T SECURE CARGO  
Mills Too Busy to Furnish Lumber for Spot Loading for Orient.

Had it been possible for local mills to have supplied 2,950,000 feet of lumber for immediate loading, the China Import & Export Lumber Company would have taken the Norwegian steamer Titania, now in port without a charter, but it was ascertained that there is such a rush of business in supplying the city trade and filling shipping orders previously placed that the steamer could not be given a spot cargo.

The company yesterday finished loading the British tramp Riverdale for Tsingtau, and the next on the list will be the British steamer Belle of Scotland, which is due August 1. She will take on over 4,000,000 feet, and is to be followed about August 20 by the Japanese steamer Otaru Maru No. 2, which is coming with a cargo of Japanese timber for the Pacific Hardwood Company. There is sufficient business in sight for two additional carriers that will probably load in August. It is estimated that the business handled by the one corporation this year will approximate 12,000,000 feet, and more could be dispatched there if not for the fact ports in North China will close in October, owing to the ice packs.

BOAT'S SWELLS FLOAT TAHOMA  
Captain's Ingenuity Saves Owners Cost of Towboat Service.

Captain Zumwalt, master of the steamer Tahoma, introduced an innovation in floating vessels yesterday, when he took advantage of swells made by the steamer Bailey Gatzert to slide the Tahoma into deep water at Washougal. The steamer No Wonder had been dispatched to the scene to assist in moving the Tahoma, but met the latter on the way. The Tahoma, towing two log rafts, went aground about 7 o'clock and word was immediately sent to Captain Hosford, who communicated with the

HOW HAPPY THE  
WOOD 'CUTICURA'  
SOUNDINGS TO ME

For It Cured My Baby of Itching, Torturing Eczema. First Came when Between 3 and 4 Weeks Old. Used Everything Imaginable, 2 Cakes Soap and One Box Ointment Cured.

"I can't tell in words how happy the word 'Cuticura' sounds to me, for it cured my baby of itching, torturing eczema. It first came when she was between three and four weeks old, appearing on her head. I used every thing imaginable and had one doctor's bill after another without curing it. Then the eczema broke out so badly behind her ear that I was obliged to have her ear washed with Cuticura. For months I doctored it but to no avail. Then it began at her nose and her eyes. The Bailey Ointment was had to keep her eyes from weeping for two weeks. The doctor then said, 'So I stopped him coming.'"

"For about two weeks I had used Cuticura Soap and one box of Cuticura Ointment and began to use that. In a week there was a marked improvement. In all I used only one box of Cuticura Soap and one box of Cuticura Ointment and my baby was cured of the sores. This was last week and she is now growing out nicely and she has not a scar on her forehead. I am glad to see her and people are amazed to see her without a sore. From the time she was a week old she had eczema. It was never without the terrible eruption but now, thanks to Cuticura, I have a well baby. I am glad to see her. 300 W. Belmont St., Baltimore, Md., May 10, 1910."

Cuticura Remedies are sold throughout the world. Forster Bros., Chicago, Ill., Sole U.S. Agents. 300 W. Belmont St., Baltimore, Md., latest 32-page Cuticura Book.

TRAMP ADOPTS NINE-HOUR DAY  
Scale for Chinese Salts Fixed Without Organization.

Probably the first tramp that has entered Portland's harbor on which there is in vogue a nine-hour working day for the Chinese crew, was the British steamer Hazel Dollar, which yesterday berthed at Albers' dock from Muroran, via the Bay City. The vessel has 300 tons of Chinese pig iron and is discharging it with the aid of the Celestial empire at the Portland mill. The Monday-morning attacks of the engine-room staff are credited with such skill by the chief that he maintains they have been more attentive than, surely, had any Chinese steaming corresponding period on the following shift.

The vessel had an uneventful voyage from the other side, but encountered head winds up the Coast from the Bay City.

Rose City Obeying Speed Measure.  
To Ascertain positively how masters of deep-water motor boats are observing the provisions of the speed ordinance, Harbormaster Speier yesterday morning had the tug Hercules towed the steamer Titania, now in port without a charter, but it was ascertained that there is such a rush of business in supplying the city trade and filling shipping orders previously placed that the steamer could not be given a spot cargo.

On the ground that it is the rendezvous of vagrants and that it cannot be properly watched to guard against the depredations of uninvited inmates, Harbormaster Speier yesterday said that he would take steps to have the abandoned Seamen's Mission at Front and Flanders streets, either razed or the building vacated. He said that the building would take steps to have the abandoned Seamen's Mission at Front and Flanders streets, either razed or the building vacated. He said that the building would take steps to have the abandoned Seamen's Mission at Front and Flanders streets, either razed or the building vacated.

Movements of Vessels.

PORTLAND, July 27.—Sailed—Steamer Rosenoak, for San Pedro, via San Francisco; steamer Quilnatt, for South Bend. Arrived—British steamer Hazel Dollar, from Muroran, via San Francisco; British steamer St. Nicholas, from Antwerp, via San Francisco; steamer Maverick, from San Francisco; steamer Klamath, from San Francisco; steamer Klamath, from San Francisco; steamer Klamath, from San Francisco.

CURES FOR MEN

Quickly Cured  
NATURE'S DANGER SIGNALS  
Examine Yourself

Thousands of young and middle-aged men are annually swept to a premature grave through nervous complaints and blood ailments. You have any of the following symptoms, consult me before it is too late. Are you nervous, weak, specks before your eyes with dark circles under them, back, kidneys irritable, palpitation of the heart, bluish, sediments in urine, pimples on the face, eyes sunken, hollow cheeks, careworn expression, poor memory, lifeless, distrustful, lack of energy and strength, tired mornings, restless nights, changeable moods, premature decay, bone pains, hair loss, or a weak, nervous system? I can promise you a permanent cure or no pay.

WHEN OTHERS FAIL

Call and let us give you a careful, painstaking examination absolutely free. Our opinion and advice will cost you nothing. Perhaps a little advice is all you need. X-ray examinations, when necessary, free. No money required for examination, treatment, and you can arrange to pay fee when cured.

MANY CASES CURED FOR \$5.00 TO \$10.00 FEE

Remember, There is No Man Too Poor to Get Cured by Us

We Treat Ailments of Men Only and Guarantee Cures

Nerve Weakness  
Varicose Veins  
Blood and Skin Ailments

Contracted Ailments  
We cure these ailments by a method peculiarly our own. Our cure removes every obstruction from urinary passage, always inflammation, cleanliness and health and soundness to every part of the body.

THE OREGON MEDICAL INSTITUTE

291 1/2 Morrison St. Bet. 4th and 5th., PORTLAND, OREGON



There was an unusually heavy pressure in the water mains, and this, too, had something to do with keeping the fire within the two buildings. The chemical factory was sent over from Eugene, and arrived too late to assist in quenching the flames.

LORD NORTHCLIFFE ON SEASICKNESS

Gentlemen—Your letter of the 14th of September reached me on my return to England from a four-day cruise. I have seen and heard abundant evidence of the fact that Mother's Seal is a remedy appears to be, in nineteen cases out of twenty, an absolute cure for seasickness in children and adults, which is not only quick in its action, but also does not leave any after-effect. I have taken your pills on many occasions, with excellent effect and no after-effect. You are quite at liberty to make use of this letter, as I think it a duty to express my opinion on the subject.

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