

REPAIRS ON DOCK ROOM WILL BE PROVIDED

Portland Asiatic Steamship Company Finds Present Quarters Cramped.

WORK WILL BEGIN SOON

Single Deck Structure Will Be 100 Feet Deep, With Frontage of 300 Feet, and Will Be Completed by January Next.

Need of the Harriman steamship service in the way of additional dock space, particularly for handling inward cargo of the four liners of the Portland and Asiatic Steamship Company, has resulted in the issuance of instructions for construction of a new dock north of Almsworth.

General Agent Ransom, in charge of the Oriental business and that of the San Francisco and Portland Steamship Company, said yesterday that work would begin as soon as a fill is completed for the new Harriman freight sheds to be built on Front street, to the west of Almsworth.

Definite announcement has not been made concerning the main dock, which is planned to replace Almsworth and Alaska docks. The Almsworth contains only sufficient space for cargo handled by the steamer Breakwater and the three big coasters, the Bear, Beaver and Rose City, and at times there is such congestion that goods have to be moved with a derrick.

Since a portion of Upper Alaska dock was razed by contractors engaged in the construction of the new railroad bridge, the steamer has been prohibited from discharging there.

Portland Firm Hopes for Contract. J. Gardner Johnson & Company, underwriters' agents, who entered into a contract with the Willamette Iron & Steel Works for docking the tramp Glenie, which was yesterday repaired here, have expressed the hope in a letter received locally that the steamer Yucatan, which was wrecked in Alaskan waters last month, will be sent to Portland for the work.

Bad Weather South of Blanco. Rough weather south of Cape Blanco, accompanied by strong headwinds, was encountered by the steamer Roanoke, which arrived yesterday. Captain Dunham said that the northwesterly blow was not as bothersome as that of a portion of the north wall.

Marine Notes. In order to accommodate consignees, Captain Mason worked the steamer Rose City until late Sunday evening so that cargo was on the dock ready for delivery yesterday.

Harbormaster Speler yesterday conferred with Superintendent Campion, of the Port of Portland Commission, regarding soundings to be made in the channel through the Madison-street bridge.

Under charter to load lumber here for Sydney, at a rate of 31 shillings 3 pence, the American schooner H. K. Hall sailed from the Golden Gate August 5. She was fixed by the American Trading Company.

Yesterday's entries at the Custom-house included the steamer Rose City, today to load lumber to be dispatched by the Pacific Export Lumber Company.

Will Go on Drydock Today to Ship New Tail Shaft. Because of having struck a submerged log, the tug John McCracken, of the Port of Portland, will have a new tail shaft shipped today, when she will be lifted on drydock.

RECORD CARGO IS FOR JETHOU. Good Storage May Increase It Over That of Last Voyage. Mixed material being available for the tramp Jethou, an effort is being made to load her to capacity, and it is anticipated that she will carry to Shanghai about 200,000 feet more than she has previously loaded, which measured 3,400,000 feet.

PILOT SCHOONER TO BE SOLD. State Commissioner Says San Jose Is Unfit for Service. ASTORIA, Or., Aug. 8.—(Special.)—The state pilot commission prepared a report to the Governor and Legislature recommending that the state pilot schooner San Jose be sold.

Dredge Portland Returns to Work. With her "ladder" again in condition the dredge Portland was yesterday towed to the mouth of the Willamette by the tug Onestima. She has about two days work there before the channel is finished.

OFFICER DENIES DESERTING NEWPORT

Denying in toto the accusations of Captain Parsons, of the steamer Newport, that he deserted the second mate's berth aboard the steamer Newport, without sufficient notice, First Officer H. Vahlbusch, of the steamer Golden Gate, on which he signed later, yesterday filed an answer to the charges.

STEAMER INTELLIGENCE

Table with columns: Name, From, Date, To, Date. Lists various steamers and their routes.

North that he was unable to find Captain Parsons at the time of his departure, but that he informed the first officer, in addition to the managing owner of the Newport and the inspectors who will investigate the matter.

More Repairs Due on Lightship. Additional work has been found necessary on the Columbia River lightship, which is at the Willamette Iron & Steel Works, as it has been determined that the tubing in her boilers. Before that can be undertaken authority must be had from Washington and it is anticipated that the necessary sanction will be received in two weeks.

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SUPPLY FOR EXPORT

Government Statisticians Figure Out Good Wheat Crop. BUT UNDER LAST YEAR'S

August Bulletin Places Condition of Spring Grain at Only .61, but Estimates Winter Crop at 458,294,000 Bushels.

WASHINGTON, Aug. 8.—The average condition of the corn crop on August 1, as estimated by the crop-reporting board of the Department of Agriculture, made public at 2:30 P. M. today, with the general monthly crop report, was 73.2, as compared with 84.4 last month, 84.4 a year ago, and 82.1 the average on August 1 for the last ten years.

The average condition of Spring wheat of August 1 was 61, as compared with 61.6 last month, 61.8 last year and 61.8 the year average. Comparisons for important Spring wheat states follow:

Table with columns: State, 1910, 1909, 1908, 10-yr. average. Lists wheat conditions for various states.

Preliminary returns indicate a winter wheat crop of about 458,294,000 bushels, as compared with 458,294,000 bushels, respectively, as finally estimated. The average quality of the crop is 92.5, as compared with 92.5 last year and 92.5 the year average.

The preliminary estimate of the area of 726,000 acres, as compared with 726,000 acres, respectively, as finally estimated. The preliminary estimate of yield per acre is 63.2, as compared with 63.2 last year and 63.2 the year average.

The average condition of tobacco on August 1 was 85.5, as compared with 80.2 last month and 85.3 a year ago, and 82.6 the ten-year average of that date. Comparisons for certain important states follow:

Table with columns: State, 1910, 1909, 1908, 10-yr. average. Lists tobacco conditions for various states.

WHEAT CLOSES LOWER AT CHICAGO. Speculators Living Under Increased Load of Actual Grain. CHICAGO, Aug. 8.—There were signs today that speculative operations were tiring under the increased load of actual wheat.

European Grain Markets. LONDON, Aug. 8.—Cargoes, quiet, but steady; buyers less disposed to operate. Walla Walla cargoes offering at 37s 6d.

MINNEAPOLIS, Aug. 8.—Flax closed 22.48. Corn—No. 2 yellow, 65 1/2¢; No. 3, 64 1/2¢; No. 4, 63 1/2¢.

Grain at San Francisco. SAN FRANCISCO, Aug. 8.—Wheat—Firm. Barley—Steady. Spot quotations: Wheat—Shipping, \$1.62 1/2 to \$1.70 per cental.

Grain Markets of the Northwest. TACOMA, Aug. 8.—Wheat—Bluestem, 96¢; club, 92¢. Receipts, wheat 4 cars, oats 1 car, hay 23 cars.

Visible Supply of Grain. NEW YORK, Aug. 8.—The visible supply of grain in the United States Saturday, August 7, was 1,000,000 bushels.



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especially hard. Pork closed 17 1/2¢ higher to 7 1/2¢ lower, lard 5¢ off to 2 1/2¢ up, and ribs unchanged to 5¢ down.

WHEAT. Sept. 1910, 1.82; 1909, 1.82; 1908, 1.82; 10-yr. average, 1.82.

CORN. Sept. 1910, .42; 1909, .42; 1908, .42; 10-yr. average, .42.

MESS PORK. Sept. 1910, 21.75; 1909, 21.40; 1908, 21.15; 10-yr. average, 21.15.

LARD. Sept. 1910, 11.15; 1909, 11.07; 1908, 11.07; 10-yr. average, 11.07.

SHORT RIBS. Sept. 1910, 11.25; 1909, 11.25; 1908, 11.25; 10-yr. average, 11.25.

Grain and Produce at New York. NEW YORK, Aug. 8.—Flour—Quiet and lower to effect sales. Receipts, 10,454 barrels; shipments, 1409 barrels.

Grain at San Francisco. SAN FRANCISCO, Aug. 8.—Wheat—Firm. Barley—Steady. Spot quotations: Wheat—Shipping, \$1.62 1/2 to \$1.70 per cental.

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Dr. Taylor Cures Men's Ailments by Original, Scientific and Thorough Methods

Alliments may be likened to a noxious plant strongly rooted in rich soil. Cut it down and it springs up anew. Destroy the main root and a tiny rootlet sends up a shoot. Search out every living fiber and the plant will grow no more.



stry, but every rootlet and fiber. My cures are complete. My patients have no relapses. I will not dismiss a patient so long as the slightest possibility of relapse remains.

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Complete Cure Without Surgery. Under my treatment the most aggravated cases of varicose veins are cured. There is no cutting, no pain, and it is seldom necessary that the patient be detained from his occupation.

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Our \$10,000 Museum of Anatomy is open to male visitors. The largest and finest on the Coast. All men visiting Portland should see this educational exhibit.

Men's Ailments

Every case of these ailments I treat is thoroughly cured; my patients have no relapses. When I pronounce a case cured, it is not a particle of infection or inflammation remaining.

CONSULTATION AND DIAGNOSIS FREE

I do not charge for advice, examination or diagnosis. If you call for a private talk with me, you will not be urged to begin treatment. If impossible to call, write.

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Fees Only \$5 to \$10 In Simple Case. If Honest and Responsible YOU CAN PAY WHEN CURED. Consultation Examination Expert Diagnosis FREE.

MAJADIES OF MEN MASTERED

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THE RELIABLE SPECIALISTS

MEN TAKE HEED OF COMPETENT ADVICE. We have been the means of restoring thousands of afflicted sufferers to complete and perfect health.

Varicose or Enlarged Veins, WEAK BLOOD, VEASLES, Poor Circulation, Palpitation of the Heart, Sour Stomach, Bad Memory, Short of Breath, Trembling of the Limbs, Etc.

Acute Ailments INFECTION AND SWOLLEN glands are permanently cured in few days. These ailments, if allowed to run unchecked, will lead to serious complications.

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MEN MAKE NO MISTAKE when they come to us. We give you the results of long experience, honest, conscientious work, and the best service that money can buy.

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