DOCK COMMISSION

Members Refuse to Consider Site Until All Are Familiar With Details.

EXPERTS TO OPEN BOOKS

Problem of Securing Permanent Quarters to Be Taken Up at Next Meeting-Chamber Asked

to Send Aid.

mission of Public Docks are familiar with the report of the board of consultation, will the matter of selecting sites for docks be taken up, all but F. W. Mulkey admitting that they have not perused the document minutely.

At Thursday's meeting recommendations will be made that the task of
opening a set of books be awarded.
The first semiannual interest on bonds
issued November I, 1911, is due Wednesday, and it was moved that the
City Treasurer be ordered to make payment on the presentation of coupons.
Those were the important details of
yesterday afternoon's special session of
the Commission, but persons who

the Commission, but persons who gathered with the expectation of hear-ing dock sites discussed wasted their time, for it was agreed that no member would go into that subject without having fully digested the report and recommendations.

In connection with the question, communication was read from City Al torney Grant dealing with steps neces sary to begin condemnation proceed-ings, and he suggested that before a tender was made for property that the Commission retain three real estate of repute to pass on the valuation.

Commissioner Kellaher said he was of the opinion that even if any condemnation sult was advanced on the court calendar, which might be brought about because of the urgency for action in such a matter of public improvement, that it would not be disposed of abort of three months. Chairman Mulkey coincided in that and further said that ne believed the condemnation of waterfront property for dock purposes would entail labor that would warrant the council providing that a Deputy City Attorney be detailed to give his time and work solely to matters before the Commission, in return for which the Commission would probably creet the proposed new fireboat station and dormitory in advance of other projects. Problem Will Require Time.

other projects.
The opinion of City Attorney Grant also means, according to Chairman Mulkey, that interest for about four months will be saved on the forthcoming bond issue, as the money will not be required as early as was thought. The first interest to be paid on last year's issue amounts to \$1125. The Commission has a balance on hand on which interest is drawn because it is on deposit, though in making up the budget of what would be derived from taxation the item of 5 per cent for tax delinquencies was overlooked.

Permanent Quarters Considered.

Commissioners Selling and Moores will report at the first May meeting. which will take place Thursday, on the matter of employing a firm of ac-countants to open the books, which is viewed as the next important preliminary step to be taken. There also will be discussed the proposal that permanent quarters be secured.

Four months ago, inquiry was made as to space at the City Hall, which was then declared to be crowded and that prospecis for rooms would be betthat prospects for rooms would be bet-ter in ten months. At the same time the Commissioners say they would re-quire but one room for an office and could hold meetings in one of those now used by the Council or com-

credited with being behind a move to establish a steamer line between that waterway and Portland, for which a vessel was in course of construction.

Copies of Report in Demand.

As there has been a general demand for copies of the special report by the board of consultation and the Commission is without authority to shoulder the expense of printing, it was sug-gested that the Chamber of Commerce be asked to consider issuing copies as a matter of general and valuable infor-mation. Bids will probably be asked this week and the estimated cost sub-

said that so long as the account had not been paid the Boston would not be permitted to occupy a berth there again at least until it was paid and the laws of the harbor were obeyed in giving notice when a berth was desired and likewise when it was intended to

BARNES' CRAFT IS LAUNCHED

The Mirene, Gasoline Scagoing Boat Leaves Ways at North Bend.

MARSHFIELD, Or., April 25 .- (Spectal.)-The Mirene, a gasoline sca-going hoat for the F. C. Barnes Canning going boat for the F. C. Barnes Canning Company of Portland, was launched at the Kruse & Banks shipyard in North Bend. The new boat is of the most approved model, and is said to be one of the best equipped of the kind that has yet been put into service on the Coast. She is to be used by the Barnes company at their Alaska plant as a cannery tender.

pany at them here here to be and will have an 80-horse power gasoline engine. In addition to the boat just isunched, three others are under construction at the same shipyard. One is a steam lumber and passenger boat for A. F. Estabrook & Company of San Francisco, another is a lumber schooner. for the Davenport company, and the Brothers to be used on Sacramento River. All three of the boats will be completed this Summer, and the company is also figuring on the construction of several other vessels.

BIG WHEAT CARGO RECALLED

Ship Carrying Loose Grain From Here Foundered Of Horn.

fornia harbore in bulk on a steamer Trancisco firm to dispatch a cargo in sulk from Portland to the United King-iom in carly days has been recalled. In that case the vessel foundered off the

that case the vessel foundered off the Horn.

Another plan tried was to use sacked wheat to line the hold and tiers of them to divide the grain in bulk. All wheat today is shipped in sacks, as the bulk method is impracticable except in vessels that are arranged for the purpose, and when loaded at ports where clevators are in use. Exporters say that after particularly dry seasons, when the harvested crop was hard, experiments were conducted in shipping around the Horn in ventilating the hold, and that, together with the changes of climate that effected the wheat, increased the weight of one cargo 40 tons. It is believed that the shipment of wheat in bulk will be carried on after the opening of the canal, as steamers of the proper type will be available and in going through the big ditch they will escape much of the severe weather that makes the course via the Horn objectionable for the business at present.

CLAN MACIVER REACHES RIVER

Steamer Chartered by Waterhouse

to Lead Here for Direct Port. Heading a fleet of deepwatermen du in the river during the next few days, the British steamer Clan Maciver, of 2478 tons net register, arrived yester-

STEAM	ER INTELLI	GENCE
	Due to Arrive	
Rose City Breakwater. Roanoke Falcen Sue H. Elmo Beaver. Alliance Geo. W. Elde	From. San Pedro San Pedro Coos Bay San Diese San Franc Tillamook San Pedro Eureka Fr. San Diego	April 28 April 28 April 28 April 28 IscoApril 29 April 29 April 29 April 29 May 2 May 3 May 6
Name. Yalo. Bear. Harvard. Breakwater. Sue H. Elmon Rosnoke. Rose City. Falcon Alliance. Beaver	For. E.F. & L. San Pedro S.F. for L. Coos Bay. Tillamook. Ban Diego. San Pedro Ban Pranci Eureka. Ban Pedro San Diego.	Date A April 26 April 27 A April 27 A May 1 May 1 May 1 May 2 see May 2 see May 2 May 7

day from San Diego to load in the Waterhouse service, and she will take a full cargo, comprising flour, from Portland to Hongkong. The Norwegian steamer Jason is due from Manzanilio to load a second cargo for the Mexican harbor, and the steamer Stanley Dollar is expected any time from Balboa with New York merchandise and bulky con-signments of heavy hardware.

signments of heavy hardware.
First of the Japanese tramps due soon is the Yoroppa Maru, which put out from Otaru for Portland about April 1 with a cargo of oak logs for the Pacific Lumber & Manufacturing Company. She should be putting in an account of the Pacific Lumber of the Pacific Reports and them the British and the pacific and Company. She should be putting in an appearance shortly, and then the British steamer Strathleven is to leave San Francisco in a few days to load lumber here. The British steamer Ocean Monarch, working lumber at Linnton, will also load nearly 1000 barrels of tallow, that will be lightered on the barge Ocean, which is loading the tallow at the foot of Salmon street.

Instead of coming to Portland from San Francisco the steamer Melville Dollar has been ordered to Puget Sound. To finish her lumber cargo the steamer Tamalpais left up last evening from Kalama for Inman-Poulsen's and is to sail from that plant today from San Francisco.

Coming from Prescott, where she started her cargo, the British steamer Ocean Monarch has entered at the Custom-house with 600,000 feet of lum-

custom-house with 600,000 feet of lumber valued at \$5418.

It is learned that the rate to be paid owners of the German ship S. Margherita, which was fixed last week to load new crop wheat here, is 21s, 3d. She will bring general cargo from Antwerp.

Balfour, Guthrie & Company have chartered the schooner W. H. Marston, now undergoing repairs at San France we should be able to finish the work." Balfour, Guthrie & Company have chartered the schooner W. H. Marston, now undergoing repairs at San Fran-cisco, to load lumber here for the West The rate is reported to be

quire but one room for an office and could hold meetings in one of those now used by the Council or committees.

In speaking of future possibilities of the counties have been approved. A channel is to be dredged inside of had been unofficially apprised that Wilson Bros. of Grays Harbor, were resulted with being behind a move to be towed to Fort Camby.

Bound for the usual European ports for orders the French bark Eugene Schneider left down yesterday laden with 111,149 bushels of wheat valued at \$105.592. She left one sallor here, as he was ill and will be sent home by way of New York.

Captain Albert Senn has been succaptain Albert seam has been suc-ceeded by Captain T. B. Jones as skip-per of the steamer City of Eugene, op-erating on the Upper Williamette. A. C. Livingston succeeds A. L. Cilft, as skip-per of the gasoline craft Rambler, which operates in the vicinity of Wash-

inited to the trustees of the Chamber.

In the monthly report of Harbor-master Speier, it was shown that owners of the gasoline schooner Anvil had paid \$11 for the use of the City Levee as a borth, but nothing was forthcoming from the naval board for the cruiser Boston, which was there during the Winter. Chairman Mulkey said that so long as the account had

Movements of Vessels.

PORTLAND. April 25.—Arrived—Gaso-line schooner Patsy, from Nestuces: steamer W. S. Porter, from Monterer: British steam-er Clan Maclver, from San Diego; steamer Temple E. Dorr, from San Prancisco, Salled Steamer Alliance, for Cook Bay and ris. April 25.-Condition at the mouth

Steamer Alliance, for Coos Bay and Eureka.

Astoria, April 25.—Condition at the mouth of the river at 5 P. M., smooth; wind, southeast 20 miles; weather, cloudy, Left up at 5 A. M.—Gasoline achooner Patay, Arrived at 5 and left up at 7 A. M.—Steamer W. S. Porter, from Monteroy, Salled at 5:20 A. M.—Steamer Shoshone, for San Diego, Arrived at 7 and left up at 2:15 A. M.—Steamer Temple E. Dorr, from San Francisco, Sailed at 7 A. M.—Steamer Geo, W. Elder, for San Diego and way porter steamer Northland, for San Pedra, Sailed at 10:20 A. M.—Steamer Elmors, for Tillamok, Arrived at 10:49 A. M. and left up at 2:15 P. M.—British steamer Clan Macives, from San Diego, Sailed at 4 P. M.—Steamer Claremont, for San Francisco, Sailed last 11:15 P. M.—British steamer Clan Macives, from San Diego, Sailed at 4 P. M.—Steamer Claremont, for San Francisco, Sailed last night—Steamer W. F. Herrin, for Monters).

San Francisco, April 25.—Arrived at 2 A. M.—Steamer Roanoke, from Jan Diego, Sailed at 1 P. M.—Steamer Roas City, for Portland.

Coor Bay, April 25.—Arrived—Bchooner Breakwater, from Portland.

Pigeon Point, April 25.—Arrived—Schooner Nokomis, from Portland.

Pigeon Point, April 25.—Arrived—Schooner Nokomis, from Portland.

Pigeon Point, April 25.—Arrived—Schooner Tamba Maro, from Skagway; Alameda, Atlas, from Tacoma; Yukon, from San Francisco, Tamba Maro, from Skagway; Alameda, Atlas, from Tacoma; Tukon, from San Francisco via Tacoma.

San Francisco, April 25.—Arrived—Steamers Humoold, from Skagway; Alameda, Atlas, from Tacoma; Tukon, from San Francisco via Tacoma.

San Francisco, April 28.—Arrived—Steamers Pifield, from Bandon; Tuscarora, from Astoria; schooners Henry K. Hall, from Newcastle, Australia; Mary Dodge, from Coquille River. Sailed—Steamers Sonoma, for Ancon: Dalsy Mitchell, for Grays Harbor; schooners Henry Wilson, for Grays Harbor; schooners Hen

PORTLAND TO HAVE **GOOD ROADS DAY**

Banners Boosting Cause to Be Attached to Vehicles in Parade May 1.

PRALL ASKS QUICK WORK

Whirlwind Campaign, It Is Believed, Will Result in Securing Sufficient Number of Signers on Petition.

Pertland will have a good roads day. Wednesday, May 1, prominent business men, leaders in the movement for better highways for Oregon, will parade about the streets of Portland. Wagons of every description, from the decrepit vehicle, wrecked by had roads to the trucks that have heen used on good roads, and automobiles will be used. Banners boosting the cause of good roads will be placed on the vehicles.

Banners boosting the cause of good roads will be placed on the vehicles.

This "Good Roads Squadron" will inaugurate a campaign of two weeks. During that time it is expected all the signatures necessary will be secured. No let up will occur between May I and 14. Volunteer circulators will be urged to complete their work within that space, and it is hoped that the names secured by circulators in the country districts will be in by that time.

C. T. Prail, president of the Oregon Association for Highway Improvement, who is handling the work, yesterday issued a call for a meeting of his lieu-tenants at the Commercial Club at 1 o'clock Saturday. Plans for the two weeks' campaign and good roads day will be perfected then.

Notices of Meeting Mailed.

Notices of Meeting Malled.

Notices of the meeting were sent out to the following:

J. Fred Larson, R. D. Carpenter, A. B. Cleveland, C. C. Craig, R. H. Croxier, Lewis M. Head, George A. Lovejoy, H. G. Wellington, R. W. Foster and T. J. Swivel, Ad Club; W. J. Clemens, president Portland Automobile Club; Phil S. Bates, L. H. Rose, J. C. Roberts, Aman Moore, C. T. Prall and W. C. Bristol, Rotary Club; Florian Fuchs, C. H. Lehman, Carl E. Jones, H. C. Stephens, J. W. Crossley, George A. McKenna, George B. Cellars, R. H. Tate, W. A. Spanton and A. V. Calkins, Realty Board. Board.

Representatives from other progressive organizations probably will attend. All interested in the movement are invited to be present by Mr. Prall.

"We were destroyed by Oregon's annual \$2,000,000 mud tax."

Sign the harmony highway peti-"Vote for good roads, development, opulation and prosperity." These and like banners will be dis-

played on good roads day.

One-Fifth of Numes Secured. While Mr. Prail is satisfied with the while Mr. Prail is satisfied with the way the campaign is progressing, he wants the matter cleared up long before the time limit expires, July 4. More than 2000 names, or 12,000 signatures—there are six bills—were in Mr. Prail's office yesterday. This makes one-fifth of the necessary amount.

"As soon as the people fully realize that the bills now being circulated are not the old ones and have never been

> Seventeen Petitions In City. Following are the places where the

petitions may be signed: Oregonian business office, Sixth and Aider, Journal business office, Fifth and Yamhill, W. J. Clemens, No. 2 Commercial Club oulding, Home Telephone Company, Park and

Umdenstock & Larsen Company, 286 Oak Lumbermens National Bank, Fifth and

First National Bank, First and Washing-Merchants National Bank, Fourth and Washington.
Prank C. Riggs (Packard Garage), Twen-ty-third and Cornell streets.
Sig Sichel & Co., Sixth and Washington

Reali & Co., 309 East Yambill street. Title & Trust Company, Lewis building. Archer & Wiggins Company, Sixth and

One streets.

Eastern & Western Lumber Company,
Twenty-first and North Front,
Oregon Association for Highway Improvement, 925 Beard of Trade building,

POTTER WILL BE PAINTED

Harriman Interests Will Allow Others to Beautify Steamer.

Contrary to the former policy of doing all work at the boneyard, the O.-W ing all work at the boneyard, the O.-W. R. & N. will ask for bids on repainting the steamer T. J. Potter, as the boneyard is to be abandoned. The vessel is to be placed in condition for the 1912 beach season and while the overhauling of her machinery will be looked after by the shop force and the interior cleaning carried out by others, the exterior painting is to be let to outsiders.

William McMurray, general passen-

William McMurray, general passenwilliam McMurray, general passenger agent of the system, said yesterday that the steamer Hassalo would be placed in service on the Portland-Astoria route soon and that with "outside pure white, the cabin decorations white and gold and velvet carpets on the cabins, besides many other features provided at a cost of \$30,000, she would

The Army of Constipation



Genuine must bear Signature

The Struggle For "Bread"

is as old as the human race. While you are struggling, how-

ever, be sure you are struggling for real bread-the kind that contains all the body-building material in the whole wheat grain. In

Shredded Wheat Biscuit

you have all the muscle-building, brain-making elements in the whole wheat prepared in a digestible form-no yeast, no baking powder, no grease, no chemicals of any kindjust pure, whole wheat steam-cooked, shredded and baked in the cleanest, finest food factory in the world. Nothing so delicious and satisfying for breakfast as Shredded Wheat Biscuit served with hot milk or with stewed or canned fruits.



Shredded Wheat is the Real "Staff of Life"

THE SHREDDED WHEAT COMPANY

NIAGARA FALLS, N. Y.

be the prettiest steamer on the river."
The Hassalo's machinery has been overhauled and though a small amount of work remains to be done she could be placed in shape for service on short

WILLAPA TO BE DRYDOCKED

Tail Shaft of Steamer Oympic Found

Captain Albert Crowe, Portland surveyor for the marine underwriters, was informed yesterday that the deckwas informed yesterday that the deck-load of the steamer Willapa would be discharged at Astoria by tonight and she will be towed here for drydocking. An examination by a diver discloses that in crossing out of the river Sun-day the Willapa lost her rudder and rudderstock, the sternpost was split and the keel carried away at the stern-post.

We invite your investigation.

ral Office and American Factory, Buffalo, N. Y.

Write for our FREE Book on "Oxypathy" and the Drug Evil.

THE PACIFIC COAST OXYPATHOR CO., INC. A. G. JOHNSON, Pres. and Gen. Mgr. J. W. WILSON, Asst. Gen. Mgr. N. HERCOVICH, Sec. and Treas. 719-721 SPALDING BLDG., PORTLAND, OR.

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to be brought here for repairs, though it was not contemplated that such work as was found would be necessary.

New Structure Promises to Be Boon to Residents.

SALEM, Or., April 25,-(Special.)-Returning from his first trip to Lake view, Superintendent Alderman stated today that Lakeview has one of the finest high schools in the entire Northwest. The school is practically new and is constructed on eight acres of land in the city limits. The school contains besides the regu-

and the keel carried away at the sternpost.

It was intended to lift the Government dredge Chinook on the public
drydock today for painting, but as the
tallshaft of the steamer Olympic was
reported to be bent, it is expected that
she will not be off the dock as planned.
She was leaking and that caused her

LAKEVIEW SCHOOL PRAISED SPECIAL INDUCEMENTS NOW OFFERED BY OFFICIALS.

> Men Who "Come Anywhere Near Meeting Physical Qualifications" Are to Be Accepted.

Although the Portland offices of the United States Army recruiting service have been urged by the War Department at Washington, D. C., to accept all men who come anywhere near meeting

tions will be walved in the examination of applicants. This campaign has hard-ly progressed far enough yet, it is said to bring any noticeable results, but the recruiting officers are anticipating a rush of recruits within the next few

rush of recruits within days.

The recent order of the War Department to take all available men into the ranks is considered by those interested in the Mexican situation to be an important move. It indicates that the Government is trying to fill up the companies and get everything in readiness for war, it is said. The Army at present has a strength of \$3,000 enlisted men. This number can be interested at the order of the President creased at the order of the President up to 105,000.

So far the only results brought from the appeal for soldiers was a letter re-ceived yesterday at the recruiting of-fice in which six young men ask for more information on the enlistment and intimate that they intend to join the ranks.

