

DOCKS COMMISSION  
LOOKS INTO COAL OIL

Acquisition of Strip on West Side From Levee to Burnside Is Held Up.

COMPROMISE HOPE LEFT

Committee From Chamber of Commerce Is Told Action on Building New Wharves Will Be Rushed Soon as Possible.

Action will not be taken by the Commission of Public Docks looking to the acquisition of property on the west side of the harbor, extending from the city levee, at Jefferson street, to the Burnside-street bridge, a strip that is held by some property to belong to the city, unless a compromise is effected among the Commissioners, as a motion to secure an abstract of title to a portion of the property was lost yesterday.

The matter came up on motion of Dan Kellaher that an abstract should be ordered on one of the blocks, picked at random, to determine if the present possessors had clear title. Ben Selling and John Burgard objected to the Commission undertaking the work, saying that it was a matter to be begun by the Council.

"I think we have all the litigation we want now with the suits pending to condemn dock sites," remarked Commissioner Burgard and Commissioner Selling concurred with him.

F. W. Mulkey, chairman, spoke in favor of the Kellaher motion. The motion was defeated by a vote of 4 to 3. The motion was then taken up by the Council. The motion was defeated by a vote of 4 to 3. The motion was then taken up by the Council. The motion was defeated by a vote of 4 to 3.

Plan to Hurry New Docks Made. A. H. Averill, president of the Chamber of Commerce, with Joseph N. Teal, A. H. Devers, W. G. McPherson, C. F. Adams and William MacMaster, appeared before the Commission as a special committee from the Chamber of Commerce, to urge that the construction of new docks be hurried if possible.

The question of purchasing dock sites outright was talked of, Commissioner Mulkey saying that it might entail an added expenditure of a considerable amount over what the property could be secured for under condemnation. Mr. Teal said the practice of recent years was followed in giving vessels the Commission might make money by paying the price asked.

Deputy City Attorney Latorrette was instructed to prepare the earliest possible date for the condemnation suit against the Star Sand Company, for property near the foot of Seventeenth street.

Bound Sale Next Step. It was voted that Frank Grant, City Attorney, be asked to draft an ordinance providing for the sale of \$1,200,000 worth of bonds, the issue to have a life of 30 years and bear interest at the rate of 4 1/2 per cent. They will be dated May 1. So far the Commission has disposed of \$50,000 of the bonds, but as one dock site's estimated cost is \$300,000 and the other \$400,000, it is desired to have funds ready when a decision is given in the Circuit Court.

Commissioners Kellaher and Selling made a report on a location for the new fireboat David Campbell, the site being where the west approach of the old steel bridge was built, and between Almsworth dock and old Alaska dock. In the matter of advertising for bids for the construction of a recreation pier and motorboat landing at the foot of Stark street, G. B. Hegardt, chief engineer, will have adjacent property owners sign waivers today and bids will be called for. An application from the Inman-Poulsen Lumber Company for permission to make extensive repairs to the mill dock, was granted.

SHIP'S FINE REDUCED TO \$50 Japanese Steamer Senjūmaru Escapes With Light Penalty. ASTORIA, Or., March 20.—(Special.)—Notice was received at the Custom House today that fine of \$500 imposed by Collector McGregor on the Japanese steamer Senjūmaru for failure to bring a manifest on her recent arrival from Otaru has been mitigated to \$50.

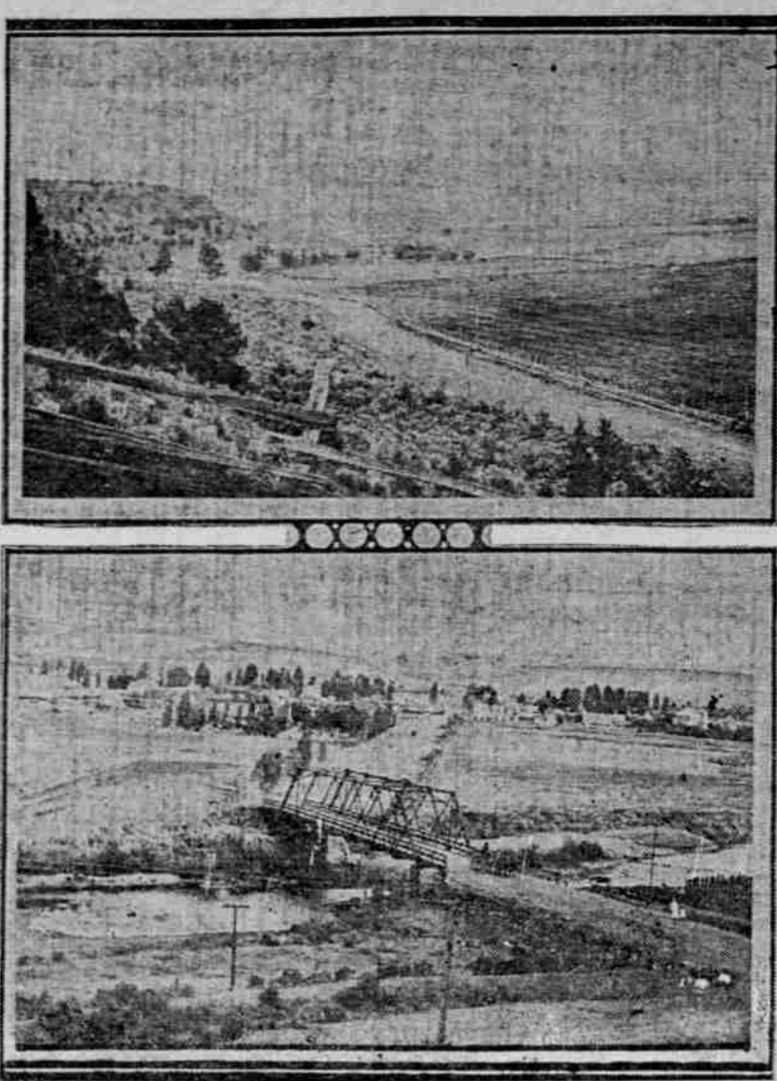
Notice was also received from the Department of Commerce stating that the fines of \$250 each, which were imposed on Jacob Myhodes and Knute Larson, for failure to have the proper equipment in their motorboats have been remitted, while a similar fine imposed on Lukas Rogdanovich has been mitigated to \$5.

These fines were imposed in February and there are a number of cases that are to be reported on. One charge against Rogdanovich has been referred to the United States District Attorney. It charges the defendant with not carrying fire extinguishers in his boat.

McCormick Interests Make Purchases in Portland. Contracts have been awarded in Portland for all hardware to be used in the construction of the latest McCormick steamer, the ninth planned for that fleet since its organization work will be started at St. Helens next week. Before leaving for San Francisco Mr. McCormick said that he had arranged to purchase here other material that will be required in addition to the lumber saved at St. Helens.

Though the manufacturing plants of the company and associated concerns are at St. Helens, this city is made the headquarters and finances are disbursed here. The vessels built will have their boilers and machinery installed at San Francisco until such time as arrangements are made to do the work on the river. It is intended to turn out at least

TWO VIEWS NEAR PRINEVILLE.



ABOVE, LOOKING UP THE OCHOCO ABOVE PRINEVILLE. BELOW, LOOKING ACROSS CROOKED RIVER TOWARD PRINEVILLE.

SLOCUM LEAVES DRYDOCK

Portlander Gets Berth With Big Electrical Corporation. B. W. Slocum, for nearly two years superintendent of the Oregon drydock and for seven years previous to assuming charge there was head of the plants of the Portland Railway, Light & Power Company, has resigned. He will sail Saturday on the steamer Bear for San Francisco and Los Angeles, on his way to Dallas, Tex., where he will begin his duties as traveling engineer for the American Light & Power Company, of New York, in charge of plants in Kansas and Texas.

HARPAGUS WILL BE TARDY

First Royal Mail Cargo to Be Hurried Aboard Ship. Word has been received that the British steamer Harpagus, chartered to carry the first freight from Portland for the Royal Mail line, will be a week or 10 days late in reaching the city. She was to have been here about April 10. The vessel left Newcastle, N. S. W., February 19 for Valparaiso, and was to proceed from there to San Francisco and thence to Portland.

Marine Notes

After towing the schooner Encore from Prescott to Astoria, the steamer Oklahoma returned to Wauna yesterday and took the schooner Eldorado to the lower harbor. Both vessels are lumber laden for Valparaiso. The schooner W. F. Gurns, which sailed from Santa Rosalia in the Columbia in 26 days and is at St. Helens to load lumber for Pearl Harbor, entered at the Custom-House yesterday in ballast. Carrying 390 tons of wheat, the steamer Portland has cleared for Los Angeles, it being her first voyage to that harbor since her purchase by the Globe, Harve & Milling Company.

STEAMER INTELLIGENCE

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

VESSEL'S HARDWARE BOUGHT

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BIG ADVANCE SEEN  
IN CROOK COUNTY

Prineville Political, Financial, Social and Commercial Capital of Section. RAILWAY'S ADVENT DESIRED School System of Central Oregon Town Is Notable for Excellence. Cattle Industry Is Most Profitable One.

BY ADDISON BENNETT. PRINEVILLE, Or., March 20.—(Special.)—In the recasting of the map of Crook County, made necessary by the building of the two railroads up the Deschutes Canyon, the "Man Who Don't Know" is liable to think, getting his mis-information from town-boomers, that the staid old metropolis of Prineville has dropped into a hole in the ground, or perhaps blown away. Take the cattle sale from the Russell ranch, of which I told recently. The published account of that sale located the ranch about 50 miles away from its proper place, near a town on the railroad some 20 miles from where the cattle were sold. While such reports, and they are numerous and glaringly misleading, do no harm to the initiated, they prove rather disconcerting to one not posted.

It is quite true that Prineville is 15 miles from the railroad; it is equally true that a very large share of the traffic upon which the railroad subsist emanates at and around Prineville. For this is beyond all doubt the political, social, financial and commercial capital of Crook County. There is in no other town of equal size in Oregon, more money or more public spirit than in this little city on the Ochoco. The trouble has been that the people here have been under the impression that either the Harriman of the Hill system would build a branch from the main line to this place, taking on route the wonderfully rich country along Crooked River and in the Lamonta country. As soon as it is definitely settled that neither company will do this there is not a particle of doubt about the Prineville people building the line themselves.

Movements of Vessels.

PORTLAND, March 20.—Arrived—Steamer Navajo, from San Francisco; steamer Northland, from San Francisco. Sailed—Steamer Breakwater, for Coos Bay; gasoline schooner Patsy, for Tillamook. Astoria, March 20.—Arrived at 7:30 and left at 9:30 A. M.—Steamer Navajo, from San Francisco. Sailed at 7:50 A. M.—Steamer Camino, for San Francisco. Sailed at 9:30 A. M.—British ship Cambrian Princess, for Queenstown or Palmyra; ship Sydney, for Australia. Arrived down at 8 and sailed at 10:30 A. M.—Japanese steamer Nankai Maru, for Japan. Sailed at 12:40 P. M.—British ship Neotfield, for Sydney. Arrived down at 12:30 P. M.—Schooner Endeavor, arrived at 2:30 P. M.—Steamer from San Francisco. Arrived at 2:45 P. M. and left up-steamers Portland, from San Francisco.

Towns To Be Supplied.

When writing from here a little less than two years ago, I made an extended mention of the Cove Power Company, which concern was at that time building a power plant on the Deschutes River near Cove, a half dozen miles or so west of Culver. A few months ago a Spokane man, Terrence, wonderfully rich country along Crooked River and in the Lamonta country. As soon as it is definitely settled that neither company will do this there is not a particle of doubt about the Prineville people building the line themselves.

Condition at Mouth of the River

Condition at the mouth of the river at 5 P. M. smooth; bar, 10 miles; weather, partly cloudy. Tides at Astoria Friday. High. 0:05 A. M.—8.3 feet; 11 A. M.—1.3 feet; 0:08 P. M.—8.9 feet; 4:12 P. M.—0.1 foot.

ROBERTS LOSES BARGE

COAL SWEEP OFF AT MOUTH OF COOS BAY. Tugboat Endangered at Florence and Has to Cut Loose to Cross In Over Bar. FLORENCE, Or., March 20.—On her last trip from Coos Bay the steamer Roberts met with a serious mishap, losing a barge which she was towing. She crossed out of Coos Bay Sunday at 4 P. M. in a smooch. Her barge, loaded with coal for the Johnson-Anderson Company, and just after she crossed the bar was struck by a huge wave which carried away one-third of the coal from the barge. There was no further serious mishap until toward morning when the sea became exceedingly rough. Reaching the Siuslaw, Captain Robert Jones decided it would be better to cross in, and at daylight Monday morning the attempt was made. The sea was too heavy however, and the barge which could not be controlled, drifted out of the channel pulling the tug boat with it and for about half an hour both were stuck on the north spit, where the sea was washing over the boat and into her pilot-house.

Grandma Talks About Babies

Has a large Circle of Listeners Who Profit by Her Wisdom and Experience. In almost any settled community there's a grandma who knows Mother's Friend. Not only is she reminiscent of her own experience, but it is through her recommendation that so many young, expectant mothers derived the comfort and blessing of this famous remedy. Mother's Friend is applied externally to the abdomen, stomach and breasts, allays all pain, avoids all nausea, and prevents caking of the breasts. It is quickly and wonderfully penetrating, permits the muscles to expand without strain on the ligaments, and prepares the system so thoroughly that the crisis is passed almost without the slightest distress. Thus there need be no such thing as dread or fear. No better nor more cheering advice can be given the expectant mother than to suggest the use of Mother's Friend. She will take courage from the beginning. The days will be cheerful, the nights restful. Thus the health is preserved, the baby is born, and the mother is left with an unending one of quiet, joyful anticipation. You can obtain Mother's Friend of any druggist at \$1.00 a bottle. Do not forget to get it supplied with this greatest remedy ever devised for motherhood. It is unaffable. Write at once to Bradstreet's Labor Co., 123 Lamar Bldg., Atlanta, Ga., for their very interesting and instructive book of advice for expectant mothers.

Principals' Association to Meet

The Portland Principals' Association will meet tomorrow at 10:30 A. M. at the School of Trades, Eleventh and Davis streets. The subject will be "Industrial Education." The speakers will be J. L. Kerchen, "Manual Training in Elementary Schools"; Mrs. A. A. Sanderson, "Training in the Elementary Schools"; H. C. Brandon, "Practical Work in School of Trades." There will be an exhibit of the work of the school. The association will meet again on Saturday, April 5, at 10 A. M. at Lincoln High School.

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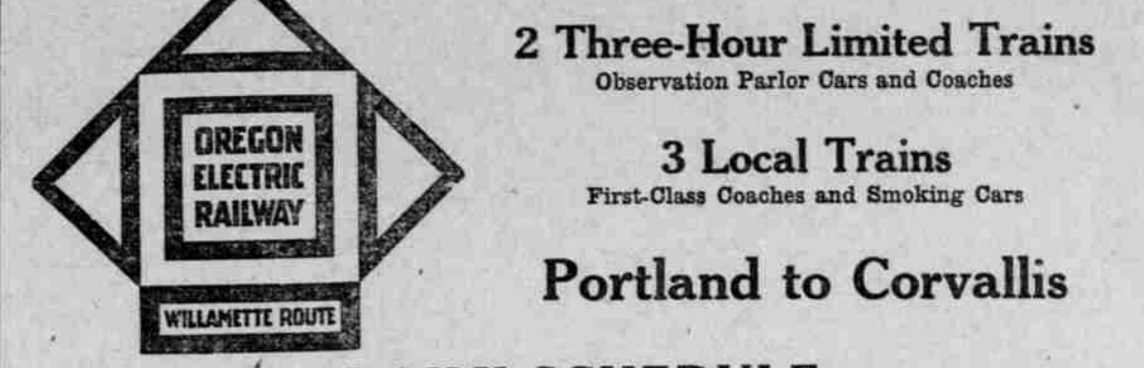
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Oregon Electric Railway  
Opens New Line  
To Corvallis, Tuesday, March 25

2 Three-Hour Limited Trains  
Observation Parlor Cars and Coaches  
3 Local Trains  
First-Class Coaches and Smoking Cars  
Portland to Corvallis



DAILY SCHEDULE

	LOCAL	LIMITED	LOCAL	LOCAL	LIMITED
Leave Portland	6:30 A. M.	8:40 A. M.	11:00 A. M.	2:25 P. M.	5:00 P. M.
Arrive Salem	8:30 A. M.	10:10 A. M.	1:00 P. M.	4:30 P. M.	6:30 P. M.
Arrive Albany	9:40 A. M.	11:15 A. M.	2:05 P. M.	5:35 P. M.	7:30 P. M.
Arrive Corvallis	10:07 A. M.	11:39 A. M.	2:30 P. M.	6:00 P. M.	7:55 P. M.
Arrive Eugene	11:15 A. M.	12:30 P. M.	3:10 P. M.	7:10 P. M.	8:50 P. M.

Portland time shown is at Jefferson-street Station; at North Bank Station time is twenty minutes earlier. Trains leaving Portland start from North Bank Station, making stops to accept passengers at Tenth and Stark streets, Tenth and Morrison streets, Fifth and Salmon streets, Second and Salmon streets and Jefferson-Street Station.

CITY TICKET OFFICES  
Fifth and Stark Streets, Tenth and Stark Streets, Tenth and Morrison Streets.  
PASSENGER STATIONS  
Eleventh and Hoyt Streets, Jefferson and Front Streets.

A Good Reason Why YOU SHOULD USE The Northern Pacific Service Dr. Harvey W. Wiley Says: "The Northern Pacific Dining Car Service is superior to anything that has come under my previous observation. The food seems pure and wholesome. The other railroads could do well to emulate the methods of the Northern Pacific. I am told that nearly everything used on their dining cars is grown on their own farms and that it is carefully selected and ably prepared in the company's kitchens. It was a pleasure for me to eat while traveling on this road." "I ate some of the GREAT BIG BAKED POTATOES, and they are all that has been claimed for them." After That Don't You Want Northern Pacific Service? TWICE DAILY A 72-HOUR TRAIN TO CHICAGO From Portland. None Better. CITY TICKET OFFICE 255 Morrison St., Cor. Third St., Portland. A. D. Charlton, A. G. P. A., Portland, Or.

the finality it is the passenger traffic that needs the railroad for its convenience. However, if there was a road here from Metolius or Redmond, there is no doubt one of the principal industries in a few years would be the dairy business, and one of the chief revenues of such a road would arise from the carriage of milk and cream. For two days Mr. Williamson placed his own services and the use of his auto at my disposal and we pretty well scoured the country for 15 or 20 miles in every direction. Up the Ochoco down Crooked River, in the Powell Butte country, across the valley to McWay Creek, out to the south-east over a vast territory affected by the bill passed by the late Legislature appropriating \$50,000 to be added to

what was not severe enough to cause damage of any kind. Family of Five Asphyxiated. CHICAGO, March 20.—A family of five persons were found dead from illuminating gas in a cottage at 2685 North Lawrence avenue today. Circuit stances indicated that it was an accident.

California Hotels and Resorts HOTEL STEWART SAN FRANCISCO Geary Street, above Union Square European Plan \$1.50 a day up American Plan \$3.00 a day up New steel and brick structure. Every modern convenience. Moderate rates. Center of theater and retail district. On carlines transferring all over city. Electric omnibus meets trains and steamers.

Comprehensive Through Service Oriental Limited Observation Car Train: No. 2, Great Northern-Burlington; a luxurious through train from the Northwest to Chicago, via Minneapolis, St. Paul, with daylight ride along the Mississippi River Scenic Line—"Where Nature Smiles Three Hundred Miles." Atlantic Express: No. 4, Northern Pacific-Burlington; a complete through train from the Northwest to Chicago, via Minneapolis, St. Paul. Southeast Express: No. 44, Great Northern-Burlington; complete through train direct to the Southeast, via Billings to Denver, Omaha, St. Joseph, Kansas City, St. Louis. Mississippi Valley Limited: No. 42, Northern Pacific-Burlington; high-grade through train via direct southeast main line, via Billings, to Denver, Lincoln, Omaha, Kansas City, St. Louis.

DR. STONE'S HEAVE DROPS For the cure of heaves; a liquid medicine which the most fastidious horse will not refuse. From one to six bottles will cure the most stubborn case. Price \$1 per bottle or 6 bottles for \$5. For sale at all druggists or write Dr. S. G. Stone, Salem, Oregon.