

DID ON MARTIN DOCK PROPERTY REFUSED

Representatives of Estate and Commission Fail to Reach Understanding.

OFFER IS \$850 FRONT FOOT

Site Wanted for Public Wharves Is Topic at Two Public Executive Sessions—Terminal Company to Negotiate Monday.

Two executive sessions were held yesterday between the Commission of Public Docks and representatives of the Martin estate in an effort to reach an understanding as to the price and other details on the dock property, located north of the foot of Seventeenth street, that the Commission desires for public dock purposes, but the owners refuse to sell at the price offered, which is said to be about the same as that paid for the Star Sand Company and Pacific Milling & Elevator Company holdings, 315 1/2 front foot.

A resolution was adopted empowering Frank Grant, City Attorney, to enter a demurrer in the condemnation proceedings against the Star Sand Company, as the Commission had entered into a stipulation to purchase the property outright for \$100,000. The money is to be paid by July 1, when a deed will be executed. In that connection it was decided to advertise a second time for bids on the bonds, the amount of \$1,250,000 and tenders will be opened June 5. Until the bonds are disposed of there will be no money available with which to purchase the dock site.

On motion of Mr. Kellaher, Joseph Supple, who has maintained a shipyard at the foot of Belmont street for years, was permitted to continue to use a temporary shed there, under which small vessels are being constructed. The Commission will meet in adjourned session this morning with officers of the Northwest Steel Company, to determine how long the company can occupy a portion of the Star Sand Company's property, on which its plant is located.

PORTLAND LINES IGNORED

Merchants Continue Routing Shipments Via Puget Sound.

With the Hamburg-American liner Sithonia in port less than a week from the Orient, 12 cars of Chinese merchandise, gunnys, burlap and goods from the Straits Settlements arrived here May 13, 14 and 15, from Puget Sound, the shipments having been carried there on vessels from over the Pacific. As the Sithonia had but 700 tons of cargo to discharge, she could have handled the 12 cars of stuff easily.

PATROL TO BE SELF-STARTING

Harbor Boat to Be Fitted With New Device at Once.

In another week the harbor patrol launch will be equipped with the first self-starting device turned out by George G. Chute, of Engine No. 21, and Chester A. Groves, an expert. The men have patented a self-starter for automobile fire apparatus being installed in the city stations and the first being turned out at the shops of the fire department on the foot of East Washington street. It will be installed at one of the heavy truck stations.

ANVIL RESCUE IS DIFFICULT

Stuslaw Freight Heavy and Patsy Gets Auxiliary in Tillamook.

FLORENCE, Or., May 15.—(Special.)—Captain J. T. Hayes has had several slight mishaps in his attempt to boat the Anvil, but is still confident of success. At one time she was adrift for three hours, the anchor came fouled in the wheel and a heavy wind rendered further attempt ineffectual. They were forced to let go the line to one of the anchors and in the heavy wind the boat came in until she now lies only 18 feet from the end of the jetty and inside all the heavy break.

GEORGE E. BILLINGS ASHORE

Schooner From Portland Stranded at Botany Bay.

Commerce here report that she is resting easily and that the tug is standing by. The Billings carries a cargo of lumber, and was bound from Portland, Or., to Sydney, under command of Captain Thompson. She is owned by George E. Billings, of this city.

Captain C. G. Haley Dies in Peru.

SEATTLE, Wash., May 15.—Captain C. G. Haley, late master of the Schooner J. W. Clise and one of the best-known navigators on the Pacific Coast, died at Callao, Peru, May 3. He commanded the Clise when she left Aberdeen, Wash., for Callao with lumber November 22, but was taken sick on the voyage and when the vessel reached her destination the Captain was taken to a hospital.

Captain J. T. Hayes Arrives.

ASTORIA, Or., May 15.—(Special.)—Captain J. T. Hayes arrived this morning from San Francisco to take command of the barkentine Amazon, succeeding Captain B. Bremer.

STEAMER INTELLIGENCE.

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

Marine Notes.

Orders for lumber aggregating 1,000,000 feet were placed on Puget Sound yesterday by Portland interests for shipments to the Orient, the rate for transportation being \$11 on the Blue Funnel line, while from here the tariff is \$12.

On the Norwegian tramp Mithila, which is to depart today for Sydney, is a cargo of lumber measuring 5,473,700 feet and value at \$41,148.

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The schooner Luzon, coming from Valparaiso, arrived yesterday and went to the Portland mill. Captain Hansen is accompanied by his wife and two children. The barkentine Amazon has been ordered to St. Helens for repairs and then will proceed here to load.

"Captain" E. R. Hudd superintendent of the O. W. R. & N. water lines, who says he knows so much about the rise and fall of the tides he does not have to carry a tide table, has "budded" forth as a prophet in saying that there probably will be no alarming rise in the river this season. He bases his prognostications on observations made from the Snake River and on the Coeur d'Alene Lake, from where he returned yesterday. Cold weather, he says, has checked the freshet, and so "run out," he opines that all will be safe.

TRAMP LADEN WITH HARDWOOD MAKES RUN OF 16 DAYS AND EIGHT HOURS FROM OTARU TO COLUMBIA RIVER.

Unhindered by weather conditions, the Norwegian tramp Bangor was able to reel off speedy time on the run to Portland from Otaru and on her arrival yesterday her officers reported that her actual steaming time to this city was 16 days and 16 hours, and to the Columbia it was 16 days and eight hours. She brought 200 oak logs or 1,500,000 feet board measure, for the Emerson Hardwood Lumber Company. She left Portland on her last voyage March 3 with a full cargo of lumber for Shanghai and she will load the same material, this time under charter to the China Import & Export Lumber Company.



Awaiting The Joyful Sound

The Wonderful Music that Bursts Forth When the Stork Arrives.

That funny little, brassy cry that echoes the arrival of the new baby is perhaps the most cherished remembrance of our lives. And thousands of happy mothers owe their preservation to health and strength to Mother's Friend. This is an external remedy that is applied to the abdominal muscles. It relieves all the tension, prevents tenderness and pain, enables the muscles to expand gently, and when baby comes, the muscles relax naturally, the form is preserved without laceration or other accident. It is one of the standard, reliable remedies that grandmothers everywhere have relied upon.

With its daily use during the period of expectation, there is no weakness, no nausea, no morning sickness, no pain, distress or strain of any kind.

You will find this wonderful remedy on sale at your drug store at \$1.00 per bottle. It is prepared by Bradford Regulator Co., 226 E. Lamar Bldg., Atlanta, Ga. Write them for a valuable book to expectant mothers.

tain T. Anderson, who will proceed to Norway.

The British steamer Purley, which loaded a full cargo of grain here in February, 1912, for the United Kingdom, has been sold to a Japanese line and her name changed to the Azuma Maru. Her new owners intend to put her in the Japan-New York-European trade.

The new steel steam schooner Edgar H. Vance, building at Long Beach for the Hammond Lumber Company, was launched yesterday and will be ready for service in 60 days. She will have a carrying capacity of about 2,500,000 feet of lumber and will ply between the Columbia River and California ports.

The British steamer Silverbirch, listed to load lumber on the river for Davies & Fehon, struck a reef while entering the harbor at Sydney, April 16, and the freighter was dry-docked and repaired. She proceeded April 25 for Melbourne.

Movements of Vessels.

PORTLAND, May 15.—Arrived—Schooner Luzon, from Valparaiso. Sailed—Steamer Geo. W. Elder, for San Diego and way ports; steamer Navajo, for Coos Bay; steamer Breakwater, for Coos Bay.

ASTORIA, May 15.—Sailed at 6:30 A. M.—Steamer P. H. Leggett, for San Pedro, Ariz. Sailed at 11 A. M.—Gasoline schooner Gerald C. Tillamook, for San Francisco. May 15.—Arrived at 4 A. M.—Steamer Pamphile, from Portland; at 8 A. M.—Steamer Roanoke, from San Diego. Sailed at 8 A. M.—British steamer Dollar, for Columbia River via Grays Harbor; steamer Raymond, for Portland.

Schooner Gen. E. Billings, from Columbia River, for Sydney, ashore in Botany Bay. Lies in easy position. Tugs have been sent to her assistance. Sailed—Gasoline schooner Bandon, May 15.—Sailed—Steamer Alhambra, for Portland.

San Francisco, May 15.—Arrived—Steamer Tamara (British), from Balikpapan, Borneo; steamer Tanager, from Manila; steamer Redondo, from Coos Bay; Argyle, Oron and Mahoney, from Seattle; Field, from Bandon; steamer Tanager, from Sydney. Sailed—Steamer Speedwell, for Bandon; schooner Gen. E. Billings, for Portland; G. C. Lindauer, for Grays Harbor. Raymond, Wash., May 15.—Arrived—Schooner Alhambra, from San Francisco.

San Francisco, May 15.—Arrived—Steamer City of Seattle, from Skagway; Roma, from Port San Luis; schooner Alpina, from Astoria; steamer Seward, from Seattle; steamer San Francisco, from Skagway; Explorer, from Seattle.

Port Townsend, May 15.—Arrived—Schooner Alice Cooke, from Honolulu. Port Ludlow, May 15.—Arrived—Schooner Lizzie Vance, from San Francisco. Hamburg, May 15.—Arrived—Schooner, from Seattle and San Francisco, via Valparaiso. London, May 15.—Sailed—Vestalia, for Tacoma.

Columbia River Bar Report. Condition at the mouth of the river at 5 P. M. smooth; wind west, 12 miles; weather clear.

Tides at Astoria Friday. High. Low. 6:52 A. M.—7.1 feet; 4:03 P. M.—1.5 feet. 6:10 P. M.—8.8 feet; 4:00 P. M.—1.6 feet.

Newport Sets Fire Limits. NEWPORT, Or., May 15.—(Special.)—The City Council has passed an ordinance dividing the business part of the city into three fire districts, and prescribing certain safeguards against fire to be observed within these limits.

YOUNG THESPIANS TO TOUR Bickleton, Wash., High School Dramatic Club Aids Library Fund. GOLDENDALE, Wash., May 15.—

ASTORIA

ASTORIA has one of the FINEST HARBORS in the world.

There is a rich territory immediately back of ASTORIA large enough to support a city of 100,000 people.

This territory will be developed rapidly following the arrival of the emigration that will come to the Pacific Coast through the PANAMA CANAL.

ASTORIA MUST HAVE ROOM TO EXPAND.

There is only one direction in which this growth can naturally extend and that is through Taylor's Astoria, a beautifully contoured addition just offered for sale.

Opening prices are LOW and terms of payment are easy.

E. N. WHEELER, Sales Mgr., 100 1/2 4th St.

CAPTAIN KEATING SINKS

ASTORIA HARBOURMASTER ACCIDENTALLY DROWNS. With Rescue Almost Accomplished. Veteran Seaman Disappears Under Waves in Past Current.

ASTORIA, Or., May 15.—(Special.)—Captain James Keating, harbormaster of the Port of Astoria and one of the best-known and most popular men in the local shipping circles, was accidentally drowned in the lower harbor at noon today and his body was recovered about four hours later.

Captain Keating had gone in his launch to the barkentine Amazon, which was lying in the quarantine grounds, to take Captain Hayes, master of the Amazon, and Captain Bremer, former master of the craft, on board. After discharging his two passengers' Captain Keating bade them goodbye and stepped onto his launch to return to the city. Captain Hayes says he had just reached his cabin when he heard the cabin boy cry out, "Man overboard."

With Captain Bremer, he rushed on deck and saw Captain Keating floating downstream on the swift running ebb tide.

A fishing boat, occupied by George Haggren and C. Hammar, was a short distance away. It was hailed. Captain Bremer and the cabin boy jumped aboard the launch and rushed to give assistance. The launch was about 20 feet away from him and the fishing were reaching out when Captain Keating suddenly raised both arms into the air and sank. The two boats cruised about for several minutes in a vain hope that he would come to the surface again, but no trace of him could be found.

It is supposed Captain Keating was walking along the rail of the launch when he either slipped or tripped and fell overboard.

Captain Keating was born near Belfast, Ireland, 50 years ago and went to sea as a lad. When 20 years old he came to San Francisco, about 20 years ago he came to Astoria and for ten years has operated launches. He was also harbormaster of the port. He was married, and left a widow and four sons, the oldest being about 15 years of age. They are James, Fred, Jack and Kenneth Keating.

Captain Keating was a member of the Woodmen and Elks.

COMMONWEALTH DAY

AT EUGENE Saturday, May 17th \$3.60 Special Train Excursion

OREGON ELECTRIC RY. Train will leave Hoyt Street Station, 11th and Hoyt streets, 7:10 A. M.; Jefferson Street Station, Front and Jefferson streets, at 7:30 A. M.; arrive Eugene 11:15. Returning, leave Eugene 7:30 P. M.; arrive Portland 11:15 P. M.

Return limit of tickets May 20th.

The Commonwealth Day Celebration is under the auspices of the University of Oregon.

The Oregon Society of Engineers, Alumni of the University, Rosarians, Federation of Women's Clubs, Progressive Business Men's Club, Transportation Club, East Side Business Men's Club and other civic organizations will send delegations.

FOR DETAILS CALL AT CITY TICKET OFFICE, OREGON ELECTRIC RY., FIFTH AND STARK STREETS.

Advertisement for Big 3 Bear Beaver Rose City, featuring prices for San Francisco (\$6, \$10, \$12, \$15) and Los Angeles (\$11.35, \$21.50, \$23.50, \$26.50).

GOLD DUST makes clean, healthy homes

Gold Dust acts like magic on dirt and germs. It cleans floors, doors and woodwork in a twinkling. Just add a little Gold Dust to a pail of water and you won't have to bend and rub, stoop and scrub to get the desired result.

The GOLD DUST TWINS will do all the hard part of the task for you, and the results will be almost miraculous.

The Gold Dust Twins Make the Whole World Brighter

Buy a package of Gold Dust today and try it for any one of the hundred uses for which it is recommended.

Do not use soap, naphtha, borax, soda, ammonia or kerosene with Gold Dust. Gold Dust has all desirable cleaning qualities in a perfectly harmless and lasting form.

THE N. K. FAIRBANK COMPANY, Chicago

Advertisement for Gold Dust Twins, showing an illustration of two children and the product packaging.

DEPOSITORY ACT TARGET

BANKERS SAY OVERSIGHT WILL HINDER RESULT. Rates of Interest on County Depositories Held High—Security Provision Criticized.

SALEM, Or., May 15.—(Special.)—An oversight which resulted in keeping the rate of interest at 2 per cent—instead of the original draft—instead of lowering it to 1 per cent—(as had been agreed) has made remote the chances of the desired results from the law, providing that county depositories pay interest on county deposits and furnish the best security, which was passed at the recent session of the Oregon Legislature, according to bankers, who have addressed letters to Secretary of State Olcott.

The only place where the rate of interest was changed was in the blank form for the bond, while the original 2 per cent stipulation was left in the body of the bill.

In a letter written this week to Secretary of State Olcott, R. S. Patton, Treasurer of Columbia County, has the following to say: "This law is not considered very practical by the bankers of this county. They do not have the securities to put up as specified by law. The money is in the banks only a short time and the banks are at constant expense shipping coin from Portland to meet the demands; consequently there is nothing left for them after they pay the county on their daily balances at the rate of 2 per cent."

I may be able to get one bank out of four to make application for some of our county funds. If the banks had the assurance of this money for any definite time it would be different, but these little banks cannot loan it, because if called on for it they could not meet the demand.

Great Northern Railway Summer Excursions to the East

Tickets on sale daily, May 28th to September 30th. Going limit fifteen days from date of sale. Return limit October 31st; stopovers allowed in each direction.

Table listing excursion routes and prices: Atlantic City and return, \$111.30; Detroit and return, \$83.50; St. Louis and return, 70.00; Pittsburgh and return, 91.50; Boston and return, 110.00; Montreal and return, 105.00.

Baltimore and Washington and return, \$107.50. New York and Philadelphia and return, 103.50. Chicago and Milwaukee and return, 72.50. Denver, Colorado Springs and Pueblo and return, 55.00. Toronto, Buffalo and Niagara Falls and return, 92.00. St. Paul, Minneapolis, Duluth, Winnipeg, Omaha, Council Bluffs, Kansas City and St. Joe and return, 60.00.

Go East on the ORIENTAL LIMITED; leaves Portland daily 7:00 P. M. Through Standard and Tourist Sleepers to Chicago in 72 hours. Return same way or any other direct route if desired, without extra charge.

Tickets and Sleeping Car Reservations at City Ticket Office, 122 Third St., or at Depot, 11th & Hoyt.

Visit GLACIER NATIONAL PARK this Summer. Season June 15th to September 15th. Ask for Booklet.

THE WEEK-END SPECIAL

CLATSOP BEACH PACIFIC OCEAN GEARHART SEASIDE EVERY SATURDAY

Leaves Portland 2:00 P. M. Arrives Astoria 5:00 P. M. Arrives Gearhart 5:47 P. M. Arrives Seaside 5:53 P. M.

RETURNS SUNDAY Leaving Seaside 6:30 P. M., Gearhart 6:36 P. M., Astoria 7:15 P. M., Arriving Portland 10:25 P. M.

LIMITED SERVICE Observation Parlor Cars and Modern Coaches are carried.

PLAN VACATIONS NOW Summer will soon be here. Spend a week-end at Clatsop Beach and arrange for hotel, cottage or camp.

ROUND TRIPS \$4 Every Day Long Limit. \$3 Saturday and Sunday Limit Monday.

Parlor-car Seats, Tickets and Details at CITY TICKET OFFICE, FIFTH AND STARK STS., NORTH BANK STATION, ELEVENTH AND HOYT STS.