

LONG DEBATE HELD
DOCK QUESTION

East Side Business Men Hold
Important Meeting With
Commissioners.

PORT COMMERCE TO FORE

Necessity for Deeper Loading and
Unloading Facilities Below Bridges
Brought Out at Conference.

Virtually every argument advanced in favor of delaying the construction of a public dock 520 feet long between the foot of East Washington and the foot of East Oak streets, until dock No. 2 should be built at the foot of Seventeenth street, was combated by an East Side delegation yesterday before the commission of Public Docks.

A morning session continued until after 1 o'clock and it was reconvened at 3:30 o'clock to hear further debate. Besides insisting that the docks were apparently now for public dock facilities on that bank of the river and that shipments were increasing rapidly, the East Siders placed stress on the fact that the commission had employed a board of consultants, composed of New York engineers, to pass on the dock situation, accepting their recommendations as to where docks should be located and that the expenditure of such an amount of money as the retention of the engineers demanded, it was admittedly a poor investment to proceed opposite to their advice at this time.

J. N. Teal Leads Discussion. The Chamber of Commerce, Taxpayers' League, the Business Men's Club and others were represented. J. N. Teal led in the discussion and professed his views by saying that the situation was not one in which the question of whether the East or West Side, North or South end should be benefited by a change in the location of dock No. 2 from the East Side to the lower portion of the harbor, but that only the matter of bringing about the most good for the commerce of the port should be weighed. He said he had talked with longshoremen, members of the Sailors' Union of the Pacific, vessel owners, dock owners and managers and those of various lines that had a common interest on the waterfront and that the intention to erect an East Side dock between the bridges as compared with the necessity for deep-sea loading and unloading facilities below bridges.

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VICTORIA DOCK IS FOR SALE

Commission is Offered 786 Feet on River for \$310,000. Owners of the old Victoria dock property on the East Side below the bridges and south of Irving dock yesterday offered the property to the city for \$310,000 to be used as a public dock. Commissioners Moore and Keeler were named as a committee to investigate the proposition. The property has not been used since the building of Victoria dock several years ago.

ASSOCIATED ADDS TANKER

Ship to Carry 62,000 Barrels of Oil is Contracted For. News of interest to Portlanders concerned in shipping has been received in the way of the dimensions of a new tanker ordered by the Associated Oil Company from the Union Iron Works, of San Francisco, which is to have a capacity of 62,000 barrels of fuel oil that will be carried in 13 tanks. She is to be completed in 13 months and will ply between Portland and Monterey.

MR. LA ROCHE STARTS FOR EUROPE

Kona Clears for Callao and Harpalyce Leaves for San Francisco.

In addition to 1,575,000 feet of lumber, valued at \$20,500, which she loaded at Westport, the Norwegian steamer Arna, of the Maple Leaf service, cleared yesterday for London and Dublin with 97,632 bushels of barley valued at \$60,561, and two shipments of tallow, one of 182 barrels that goes to London and Dublin, and another of 176 barrels for London. She sailed last night and will complete her cargo at San Francisco.

STEAMER INTELLIGENCE

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

DISEL ENGINE IS ADOPTED

Olson & Mahony Have Plans for Twin-Screw Steam Coaster.

First of the commercial maritime concerns on the Coast to adopt plans for diesel engine machinery is reported to be Olson & Mahony of San Francisco, who operate steamers between Portland and California ports, as they are credited with having decided to build a twin-screw steel steamer and equip her with the new oil motive power. The new London ship, owned by the company, is to be built at the yard of the Pacific Coast Steamship Co., and is to be ready early in 1914.

Marine Notes

Lines belonging to the Trans-Pacific Conference are to increase the rate on cotton from Puget Sound and Portland to San Francisco from 40 to 60 cents on each 100 pounds.

Operations of the launch H. W. Scott, of the Custom-house patrol service, for the last year as reported by Collector Customs Burke, show that she saved four persons from drowning and towed ten disabled boats to shore during the year. 251 violations of the steamboat inspection and navigation laws were reported. In the way of fines \$1278.40 was collected.

Movements of Vessels

PORTLAND, July 9.—Arrived—Steamer W. S. Porter, from Monterey. Sailed—Norwegian steamer Arna, for London and Dublin; steamer Geo. W. Elder, for San Francisco; steamer Breakwater, for Coos Bay; steamer Shasta, for Los Angeles; steamer Nehalem, for Grays Harbor. Arrived—Steamer Albatross, from Astoria. Sailed—Steamer Nookomis, from Coos Bay. Arrived—Steamer Albatross, from Astoria. Sailed—Steamer Nookomis, from Coos Bay.

Columbia River Bar Report

Condition at the mouth of the river at 5 P. M., moderate; wind, south 50 miles; weather, cloudy.

BRIDGE RATE FIXED

North Bank to Pay for Use of O-W. R. & N. Span.

CHARGE IS 85 CENTS A CAR

State Railroad Commission Names Price to Be Paid—President Farrell Thinks Old Controversy Is Now Adjusted.

Early adjustment of the controversy between the O-W. R. & N. Company and the North Bank road over the application of the latter line to cross the new Fairman bridge in this city is made possible by the decision of the State Railroad Commission yesterday fixing a rate of 85 cents a car for all traffic hauled across the bridge by the applicant road.

On this basis an engine and tender count as two cars, the charge being \$1.70, a minimum rate of \$5000 a month is prescribed. While the O-W. R. & N. Company sought to have the North Bank pay one-third of the annual interest charged on the bridge, in addition to paying a wheelage rate to be fixed by the Commission, it is probable that the plan suggested will be accepted. "If this rate is reasonable, and I assume it is," said J. D. Farrell, president of the O-W. R. & N. Company, "we probably will make an agreement to let the North Bank use the bridge on that basis. It is not our purpose to prevent the road from using the bridge. We merely want a satisfactory rate established."

REHEARING NOT SOUGHT

Tidelands Decision to Be Accepted by Dock Commission.

As attorneys advised that a rehearing of the tidelands case before the Supreme Court would be productive of no good results, the dock commission has decided to let the mandate come down and at a meeting yesterday it was voted to authorize the payment of \$200,000 to the Pacific Milling & Elevator Company if interest was waived on the amount and the Commission then would pay \$200,000 interest. The company has the northwest corner of the Marlin dock property under lease and has the premises at once instead of waiting until its lease expires February 14, 1914. W. B. Honeyman was named as arbitrator for the Commission.

RIVER FALLING STEADILY

Passing of Fresh Permits Repair Work on Damaged Docks.

Dockmen have taken courage from the fact that the river is falling at the rate of three to five-tenths of a foot every 24 hours and that the danger of another rise is passed and any rain that might fall will probably have no effect on the water level. The freshet has played havoc with some dock slips and outside roadways, but in most places the work of repairing them is unimportant, as the water is sufficiently below the dock floors to permit of debris being cleared away and the piles of sediment blown off, the reconstruction will be inaugurated.

Reports From Vessels

Steamer Fenwick, northbound, off Point Firmin, at 8 P. M., July 9. Steamer Coronado, northbound, 20 miles north of Redondo at 8 P. M., July 9. Steamer Willamette, northbound, passing Point Vincent at 8 P. M., July 9. Steamer Carlos, southbound, off Point Conception at 8 P. M., July 9. Steamer Herrin, Honolulu to Monterey, 1522 miles out at 8 P. M., July 9. Steamer Rita, Honolulu to San Francisco, 1570 miles out at 8 P. M., July 9. Steamer Aorangi, Tahiti to San Francisco, 820 miles out at 8 P. M., July 9. Steamer Enterprise, San Francisco to Honolulu, 773 miles out at 8 P. M., July 9. Steamer Hilonian, Honolulu to San Francisco, 721 miles out at 8 P. M., July 9. Steamer Beaver, San Francisco to Portland, 28 miles north of Point Redondo at 8 P. M., July 9. Steamer Nile, San Francisco to Orient, 90 miles out at 8 P. M., July 9. Steamer Honolulu, San Francisco to Honolulu, 360 miles out at 8 P. M., July 9.

MONTAG MAY YET GET JOB

Delay in Appointment as United States Marshal Explained.

Word has been received from Washington, D. C., to the effect that the proposed appointment of ex-Councilman John Montag, of Portland, to the position of United States Marshal has been delayed solely because of congestion of work in the office of the Attorney General. It is said that there is no reason for holding up the appointment, other than the inability of the Attorney General to get to it. The appointment will be announced officially within a few days.

CIVIL "EXAMS" NECESSARY

Requirements of Commissioners Will Be Named Soon. Private secretaries to City Commissioners must take a civil service examination and must be appointed in the regular way from the eligible lists of the Municipal Civil Service Commission. This was the decision yesterday of City Attorney LaRoche, who has been investigating proposals suggested for the elimination of secretaries from the Civil Service regulations.

CROSS LINES ASKED

Power Company Seeks Franchise on East Side.

ROUTE TO SHORTEN RIDES

Under Proposed New System Passengers Could Go From Northeast Part of City to Southeast Portland Direct.

Formal application was made yesterday by the Portland Railway, Light & Power Company for a franchise for the first of the proposed cross-town street-car lines on the East Side. The proposed franchise was filed with City Commissioner Daly who ordered it advertised within the next few days.

CROP REPORT BULLISH

WINTER WHEAT CONDITION PLACED AT \$1.6 PER CENT.

Spring Grain Estimated by Government at 73.8—Total Yield Figured at 701,000,000 Bushels.

WASHINGTON, July 9.—The Department of Agriculture's crop report, showing conditions on July 1, issued today, shows: Winter wheat, 218,000,000 bushels, compared with 218,000,000 bushels in 1912 and 218,000,000 bushels in 1910 and 418,000,000 bushels in 1909. Spring wheat, 73.8% yield, 11.7% production, 218,000,000 bushels, compared with 300,545,000 bushels last year, 190,682,000 bushels in 1911, 209,978,000 bushels in 1910, and 245,000,000 bushels in 1909.

ROUTE OF ROAD CHANGED

PROPOSED GRANT FOR ELECTRIC LINE AMENDED

Portland & Oregon City Would Come In on Fourth Street—New Company Wants Franchise.

Believing that there would be bitter opposition to an interurban electric line from Broadway to the present terminus representing the Portland & Oregon City Railroad Company, which is seeking a franchise from Oregon City to the West Side business district of Portland, the franchise company has frequently changed the route of the proposed line so it would connect Fourth street to Stark street instead of on Broadway to Washington.

ROADWAY TO BE DISCUSSED

Residents of Peninsula to Learn Facts About Boulevard.

To familiarize residents of the Peninsula district with facts regarding the proposed Willamette boulevard, Larabee and Hancock streets to Killingsworth avenue and Greely street, a distance of one and three-quarters miles, a series of mass meetings will be held in the district between now and next August. The first will be held tonight at the Fire Hall, Arbor Lodge, at 7:30 P. M. Another will be in Carter's Hall, Peninsula station, tomorrow evening, and a third at the Portsmouth School Monday evening.

CUTTING OF WEEDS URGED

Sellwood Board of Trade Active in Civic Improvements.

A move to cut and remove weeds and grass in vacant lots in Sellwood was started by the Sellwood Board of Trade Tuesday night. A special committee was appointed to take up the matter at once.

GEMS STILL IN LITIGATION

Actress Gives Evidence of Identity as Owner of Lost Diamonds.

Another step was taken in the long-drawn-out squabble over the restoration of Butley's \$7000 diamonds, yesterday when the vaudeville actress forwarded from New York evidence of her identity. She had sent previously the \$1000 reward offered for the recovery of the diamonds.

COURT OFFICER IS NAMED

Patrolman Sherwood Gets Appointment in City Tribunal.

Establishment of the position of court officer was ordered yesterday by Chief of Police Clark, and Patrolman E. F. Sherwood was assigned to the new duties, which he has discharged in the past. It will be incumbent upon him to consult with officers making arrests, digest their evidence and see that all cases are in proper form to put before the Circuit Court, on the return of the witnesses, arrange continuances and in a general way act as go-between for the police and the Municipal Court.

Poor Digestion

If you are troubled with defective digestion and nothing seems to taste just right take Duffy's Pure Malt Whiskey just before meals. It stimulates the digestive organs in a natural way, properly assimilating the food and imparting to the tissues and organs the nutrients necessary to their sustenance.

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Diamond Tire users get maximum mileage at minimum expense

In our engineering department we have men who have made a life business of tire construction. That's why, in Diamond Tires, you get a tough, elastic, wear-resisting tire, as well as a side wall that will not break above the bead—a No-Clinch construction that prevents rim cutting. Diamond Tires (No Clinch) Tires. In an effort to give you the greatest mileage at the least expense, our engineers discovered Perfect 3-Point Rim Contact—that holds the rim with a viselike grip. Another advance step in tire construction is the more air-room, insuring more resiliency and greater ability to withstand shocks and strains—another exclusive Diamond more mileage advantage.

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