

BRIDGE DRAWING  
DRAWS DECISION

Lifts, With Limited Clearance, Are Not to Be Built on Interstate Bridge.

HEARING IS CONDUCTED

Business Men and Master of Bark Tell Their Views to Major Morow—Final Choice Depends on Officer's Suggestion.

There will be no lift draws on the main crossing or approaches of the Interstate bridge to connect Oregon and Washington at Vancouver, and whether a bascule or "jackknife" type of common swing draw is adopted will depend on the recommendation of Major J. J. Morow, Corps of Engineers, United States Army, before the public hearing was conducted yesterday.

Of several written statements received not one favored a lift draw and those making oral statements before Major Morow were emphatic in their objection to that pattern, arguing that the vertical clearance for vessels should be limited. Letters were received from the Northwest Steel Company, Captain Goudey, master of the British bark Hinemoa, owners of which were planning considerable expense to lower her topmasts here so she could proceed beneath the lift draw of the Hawthorne-avenue bridge on the seaward side of the crossing at the Portland Chamber of Commerce, and P. M. Elwell, of Vancouver, Wash. Another letter was from the Secretary of the Chamber of Commerce, Chamberlain on the matter of vertical clearance.

C. C. Colt Makes Protest.

C. C. Colt, manager of the Union Men Company, whose principal interest is in the approach to the main bridge that will span North Portland harbor, said he objects to the plan to make that section of the crossing a fixed span at first. It is provided that if the need developed a draw would be installed. He asserted that a draw should be provided at first and called attention to the fact the draw in the North Bank harbor over North Portland harbor had a clearance of only 30 feet and in the new bridge he contended it should not be less than 125 feet. Regarding the Hayden Island Mill, Mr. Colt declared that it should be made an permanent structure and he contended it being washed out during freshets.

J. P. Bowles, of the Northwest Steel Company, said that corporation was interested in 400 acres of land located above the bridge site, and he and associates favored unlimited clearance in the draw.

J. B. Luber Also Speaks.

J. B. Luber also spoke of an interest in a similar tract of land and went on record for unlimited clearance. He likewise favored a horizontal clearance of 125 feet for the draw in the North Portland harbor section. Major Morow asked those present if there should be a bascule draw with a width between piers of 250 feet and a clearance between the leaves of the draw when raised of 200 feet or thereabouts, or no dissent. A swing draw with 200 feet clearance on each side, with the center pier and drawrope 60 feet wide, also was said to be satisfactory. To a question whether the location was permanent Major Morow said that phase was not to be considered, only navigation details were to be considered and that the location could not be considered permanent until the War Department had acted on the application for a bridge.

FIRE ABOARD STEAMER WAND

Quinault Completes First Round

Voyage to Alaskan Ports.

Information from San Francisco is that a small fire broke out aboard the steamer Thomas L. Wand, of the Portland-Alaska fleet, when she was lying at the seaward end of the harbor, being confined to the engine room, and was extinguished without damage. The vessel had loaded San Francisco cargo at Seattle on Friday, and was bound for Portland about the same time. The Wand is due to sail from here April 29. On the return she discharged passengers at Seattle and proceeded to Grays Harbor to load box shooks for Astoria and Portland, also bringing salmon and general cargo. She will start tomorrow night, and hereafter there will be a steamer leaving Portland every Wednesday night.

NATAL COMES FROM EUROPE

Lord Lonsdale Goes North to Deliver Last of Her Cargo.

East Asiatic line officials have advised Alaskan operators that the new steamer Natal will be placed on the berth for June loading at European ports and that Portland's quinnault will be in port. The ship should be here in September, or sooner if the Panama Canal route is used. The new steamer follows the steamer Transvaal, which is on the berth for April-May loading.

WAR RISKS BEING QUOTED

Action of Uncle Sam May Shift to Danger Zone.

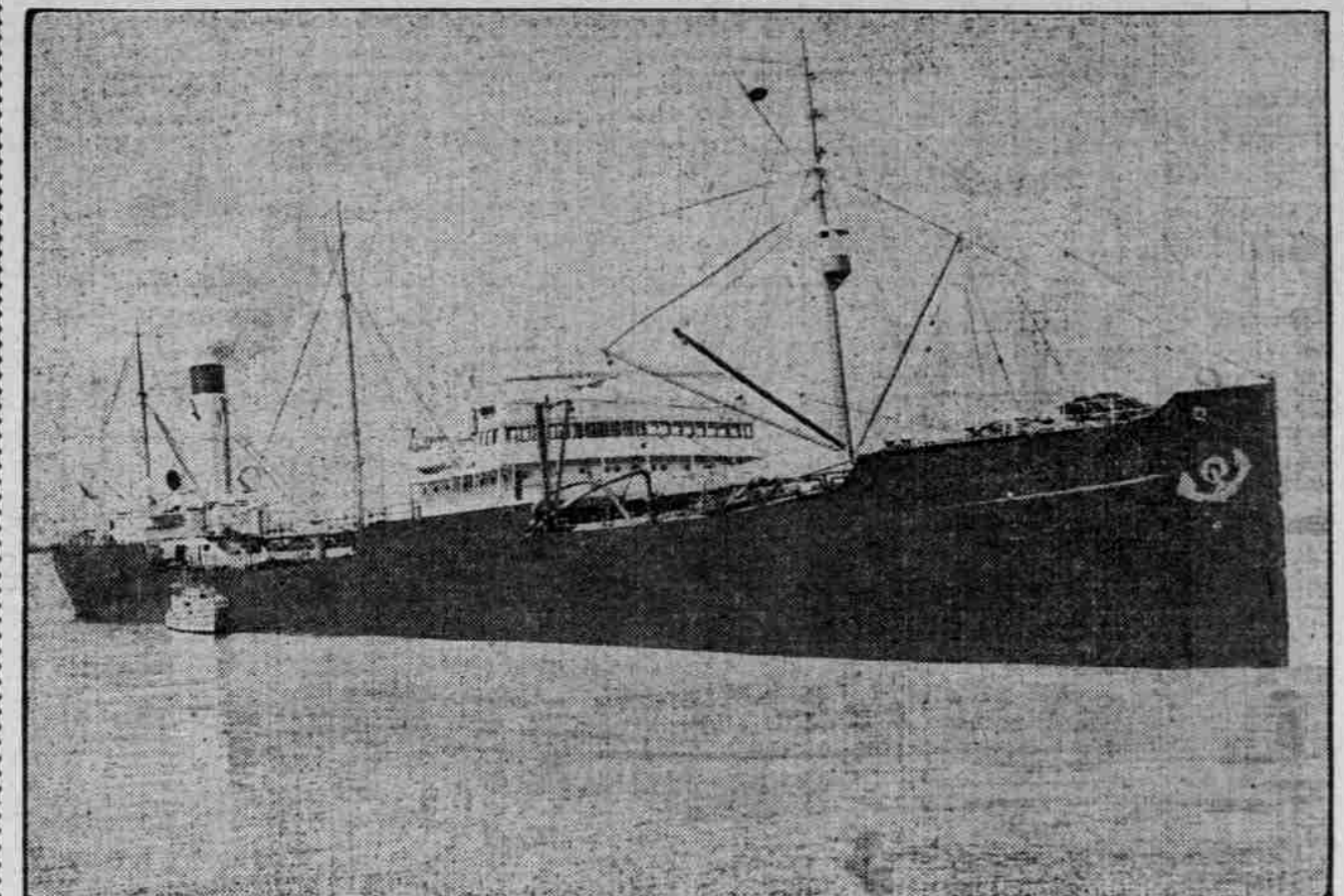
War risks were quoted yesterday at the rate of 1 1/2 per cent on shipments aboard vessels for or passing through Mexican territory where operations resulting from the war taken by the United States toward capturing Tampico and Vera Cruz might imperil the safety of property. Since it was announced from Washington that reparations would be demanded for the arrest of American sailors by the Mexican federalists, the question of war risks has been raised.

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LARGEST OIL TANK VESSEL FLYING STARS AND STRIPES REACHES HARBOR WITH FIRST CALIFORNIA CARGO



While the Associated Oil Company makes regular additions to its fleet to keep pace with the growing use of fuel oil in this territory, and each new ship is the latest of its class, in the tanker Frank H. Beck, which arrived at Linton yesterday on her maiden voyage, is said by mariners to be embodied the most modern equipment for handling cargo and the latest appointments for the comfort of the crew. The vessel had approximately 60,000 barrels of oil in her tanks, which is close to her capacity. Captain MacDonald, last here as master of the W. H. Herrin, brought the Beck up the Coast from Monterey and will remain commander of the flagship.

BOAT HITS BRIGES

Lord Lonsdale in 2 Collisions as She Leaves Harbor.

Marine Notes.

Captain Louis Nopander, commander of the "Big Three" steamer Bear, was the recipient of telegraphic and oral congratulations on the anniversary of his birth yesterday.

On her first trip for a lengthy period as a passenger vessel, the steamer Georgia Burton left yesterday for the Columbia River, replacing the steamer Joseph Kellogg temporarily while the latter is being overhauled at Supple's yard.

Repairs to the hull of the Kamm steamer, having been finished, she was floated from the ways at the yard of the Portland Shipbuilding Company yesterday. She will be placed in the best of condition for operation between Portland and Astoria during the summer. The Port of Portland steamer Oklahoma will be hauled out at the Portland yard today. The tug Oneonta will leave up from Astoria with the dredge Wahkiakum left down yesterday for Doublebottoms, where she will dig for 30 days before final acceptance by the Army Engineers, U. S. A.

Her lumber cargo for Australia being aboard, the British tramp Strathaine proceeded to Astoria yesterday from Wauna.

To take care of additional business, the Dodge Steamship Company has chartered the steamer Fairhaven and will operate her with the steamers Northland, San Ramon and St. Helene.

Landahl and Second Officer Oscar R. Lander, who has been in the case of the steamer Santa Clara, have arrived in the city to appear as witnesses in the case of Dahl vs. the North Pacific Steamship Company.

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SEVENTH BRIGADE MAY GO TO CALIFORNIA - MEXICAN BORDER SOON.

General Potts may stay in Washington but is expected momentarily—Everything Ready for Emergency Order.

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Portland's Building Directory

Table listing various buildings and their owners, including Stock Exchange Building, Yeon Building, and Lewis Building. Includes names like Haizlip, W. C., and various addresses.

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Advertisement for Resinol, a skin ointment. Includes text: 'Resinol ointment and Resinol Soap are absolutely free from anything of a harsh or injurious nature, and can therefore be used with confidence in the treatment of babies' skin troubles...' and an illustration of the Resinol product.

Every druggist sells Resinol. Resinol Soap and Ointment clear away pimples, blackheads and dandruff, and is a most valuable household remedy for sores, burns, boils, piles, etc. For trial size of Resinol Ointment and Resinol Soap, write to Resinol, Dept. 9-S, Baltimore, Md.

NEW YORK, April 20.—The New York and Boston line steamer Carolina, while coming to anchor at quarter...

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OLYMPIA, Wash., April 20.—(Special.)—Mrs. Betty Hutchinson, of Doty, will not have to return to North Carolina to face trial on a charge of kidnaping her 5-year-old niece and namesake, Betty Cole. Governor Lister made this decision at the close of a sharply contested extradition hearing.

Hutchinson testified that Betty, who slept on her lap during the hearing, had been left in her care by her dying mother, and that the child's father, who has no other children at home, had never contributed a dollar to her support. Cole had sworn to the sheriff at the close of the hearing, Williams said he was not and the Governor then refused to grant extradition.

Thomas Vance, of Olympia, representing North Carolina, was represented by Maurice Langhorne, of Tacoma, acted for Mrs. Hutchinson. By a curious coincidence both lawyers came originally from Buncombe County.

STUDENTS PUBLISH PAPER

School of Journalism "Cubs" in Charge of Tacoma Issue One Day.

UNIVERSITY OF WASHINGTON, Seattle, April 20.—(Special.)—Twenty students in the department of journalism of the University of Washington today published an edition of the Tacoma News and were in full charge of the editorial end of the paper for one day.

Under the direction of Professor Frank Kaas, assignment was made to the students by the student city editor. The students toured the city with the regular staff and interviewed Mayor and Council candidates. Every "beat" was covered.

Tides at Astoria. Low Water. High Water. Columbia River Bar Report.

NORTH HEAD, April 20.—Condition of the bar at 5 P. M.—Sea, smooth; wind, northwest, 23 miles.

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Marconi Wireless Reports. (All reports made at 8 P. M., April 20, unless otherwise designated.)

Olympia, Seattle, for San Francisco, 602 miles north of San Francisco. Berlin, Portland, for Alaska, 75 miles north of Astoria.

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