BASCULE OR SWING DRAWS DECIDED ON

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

IS CONDUCTED !

Business Men and Master of Bark Tell Their Views to Major Morrow-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 "jacknife" type or the common swing draw is adopted will depend on the recommendation of Major J. J. Morrow, Corps of Engineers, United States Army, before whom a public hearing was conducted

Of several written statements received not one favored a lift draw and those making oral statements be-fore Major Morrow were emphatic in their objection to that pattern, arguing that the vertical clearance for vessels should be unlimited. Leters were re-ceived from the Northwest Steel Company, Captain Goudey, master of the British bark Hinemoa, owners of which were placed at considerable expense to lower her topmasts here so she could proceed beneath the lift draw of the Hawthorne-avenue bridge on the occasion of her last visit; R. C. Wright, Portland Chamber of Commerce and P. M. Elwell, of Vancouver, Wash. Another letter was from the Secretary of War to United States Senator Chamberlain on the matter of vertical

C. C. Colt Makes Protest.

C. C. Colt, manager of the Union Meat Company, whose principal in-terest 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 later be installed. He asserted that a graw should be provided at first and the first that a draw should be provided at first and the first that a draw should be provided at first and the first that draw the first the draw the first that draw the first that draw the first the first that draw th called attention to the fact the draw in the North Bank bridge over North Portland harbor had a clearance of only 80 feet and in the new bridge he contended it should not be less than 125 feet. Regarding the Hayden Island and M. Mr. Colt declared that it should he fill. Mr. Colt declared that it should be permanent as possible to pre-being washed out during

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 as-sociates favored unlimited clearance in

J. B. Luber Also Speaks. J. B. Laber also spoke of an interest in a similar tract of land and went on

record for unlimited clearance. He likewise favored an horizontal clearance of 125 feet for the draw in the North Portland harbor section.

Major Morrow asked those present the Columbia River, the Government the Columbia River, the Government to a columbia River. record for unlimited clearance. He

feet clearance on each side, with the center pier and drawrest 60 feet wide, also was said to be satisfactory. To a question whether the location was permanent Major Mororw said that phase was not to be considered, only navigation details being up, and that the location could not be considered Site No. 5, for which \$281 was bid, to permanent until the War Department Stuart Davis, of Chinook, Wash. and acted on the application for a

FIRE ABOARD STEAMER WAND ROYAL MAIL LINE REPORTS

Quinault Completes First Round Radnorshire Left Yokohama for Voyage to Alaskan Ports.

Information from San Francisco is that a small fire broke out aboard the steamer Thomas L. Wand, of the Port-land-Alaska feet, when she was lying at the seawall there Friday, the blaze being confined to the engine-room, and was extinguished without damage. The vessel had loaded San Francisco cargo at Seattle on her return from Alaska so all of the fleet would not be in Portland about the same time. The Wand is due to sail from here April 29.

The steamer Quinault was in port yesterday on the conclusion of her first voyage to Skagway and way ports. On the return she discharged passengers at Seattle and proceeded to Grays Har-bor to load box shooks for Astoria and Portland, also bringing salmon and general cargo here. Captain Morgan will start the vessel on her return to-morrow night, and hereafter there will a steamer leaving Portland every Wednesday night.

NATAL COMES FROM EUROPE

Lord Lonsdale Goes North to Deliver

Last of Her Cargo.

East Asiastic line officials have advised Alfred Tucker, Portland agent for the fleet, that the new steamer Natal will be placed on the berth for June loading at European ports and that Portland cargo will be accepted. The ship should be here in September, or sooner if the Panama Canal route is used. The Natal follows the steamer which is on the berth for

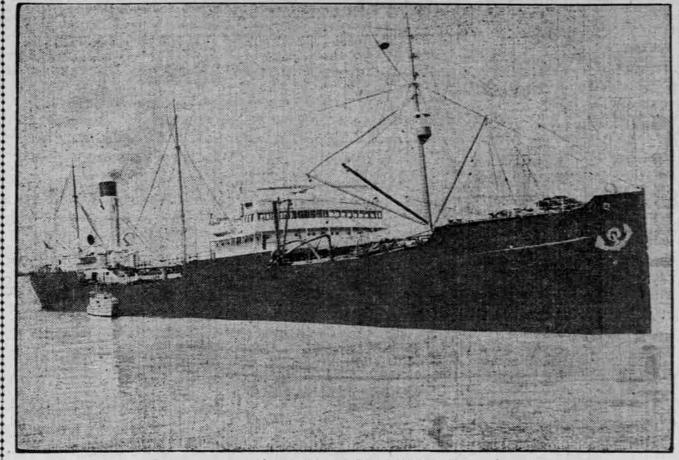
April-May loading, The Lord Lonsdale, of the same fleet which began discharging at Municipal Dock No. 1 Wednesday afternoon, finished at the plant of the Northwest Steel Company at noon yesterday and early in the afternoon left for sea. She proceeds to Vancouver, B. C., to complete unloading, and takes on lumber at Bellingham and Everett for China under charter to the Dollar Steamship

War risks were quoted yesterday at the rate of 1½ per cent on shipments morning from San aboard vessels for or passing through ceeded to Portland. Mexican territory where operations resulting from the step taken by the United States toward capturing Tampico and Vera Cruz might imperil the safety of property. Since it was announced from Washington that reparation would be demanded for the arrest of this morning from San Francisco and the morning from San Francisco and the morning from San Francisco and this morning from San Francisco and the demanded for the arrest of the morning from San Francisco and the morni

this morning from San Francisco and after discharging a cargo of cement of American sailors by the Mexican federals, the question of war risks has been up.

Exporters say that during the Russian-Japanese war risks advanced to 4 and 5 per cent, so the early quotation of 1½ per cent is taken to indicate insurance interests do not regard the danger to cargo grave as yet. Shipments from Portland to be affected principally are those handled by the American-Hawaiian that move across

LARGEST OIL TANK VESSEL FLYING STARS AND STRIPES REACHES HARBOR WITH FIRST CALI-



STEAMER FRANK H. BUCK.

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, Buck, which arrived at Linnton 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 Buck up the Coast from Monterey and will remain commander of the Captain. remain commander of the flagship.

Mexico via the Tehuantepec route, be cause, it is said, the east coast termi nus of the line, Puerto, Mexico, is not far from Vera Cruz.

MARSHFIELD CHANNEL GROWS

Dredging Campaign in Coos Bay Providing Plenty of Water.

Marshfield's main channel, so far as it has been completed, is 1000 feet wide and has a depth of 25 feet, reports Captain Macgenn, of the steam er Breakwater, who says that material dredged from the cut is being deposited on low land in Marshfield. He

thinks the new road is permanent.

Captain Macgenn says he understands the programme to be for the Government dredge Oregon to be returned to Coos Bay by May 1, and she will dig on the lower part, while the new Government dragge Colonel P.S. new Government dredge Colonel P. S. Michie has operated for more than a week on the bar without a break, and is cutting the channel straight into the bar from the end of the jetty.

SEINING LEASES SHORTENED

Government Apportions Sites for One Year Instead of Three.

the Columbia River, the Government with the period to one plers of 250 feet and a clearance between the leaves of the draw when raised of 200 feet, to which there was no dissent. A swing draw with 200 feet clearance on each side with the feet leaves on each side with the Army, for various locations and they

th 200 stry, Corps of Engineers, United States the the Army, for various locations and they wild be leased as follows:

To a was that lumbia River Packers' Association; Site only No. 2, for \$7125, and Site No. 4 for No. 2, for \$7125, and Site No. 4, for mer leases on the seining grounds expire April 30.

Portland Last Week.

Movements of Royal Mail liners bound to and from Portland are offi-cially chronicled from the office of Frank Waterhouse & Co. as follows: Merionethabire, arrived at Hongkong

April 14,
Gienroy, at Seattle,
Cardiganshire (new), saled from Seattle
for Kobe direct April 10.
Radnorshire (new), salied from Yokohama
for Portland via Puget Sound April 15.
Den of Ruthven, sailed from Hongkong
for Japan and Portland April 13.
Carnaryonshire (new), salled from Hull
for Portland via London April 1.
Den of Airlie, arrived Singapore from
Portland via Puget Sound April 2.
Glenochy, left Perim for Portland via
Puget Sound April 5.

News From Oregon Ports. COOS BAY, Or., April 20 .- (Special.)

GARDINER, Or., April 20,—(Special.)

The schooner Caroline is loading lumber at the Gardiner Mill Company's dock and will sail Thursday morning. The steam schooner San Gabriel, loaded with lumber and ready for sea, is delayed by lack of water on the bar-but expects to leave by Wednesday for San Pedro.

The Norwegian bark Erbrin arrived this afternoon, 40 days from Callao, after an uneventful trip. Captain Nielson, master of the craft, says he should

for Portland tonight.

The steamer Coaster arrived this morning from San Francisco and pro- floor of the Chamber of Commerce

Lord Lonsdale in 2 Collisions as She Leaves Harbor.

LIBEL SUIT DODGED, TOO

Officers Chase Liner, Climb Aboard While Ship Is Disabled, Serve Damage Papers-Case Finally Dismissed, Vessel Sails.

Two collisions and a libel were events chalked against the East Asiatic liner Lord Lonsdale on her last day in port yesterday and she emerged from all without material injury or delay On her way through the harbor from the South Portland plant of the North west Steel Company she struck the

hama assisted the liner down stream and Pilot McNelly was in charge. As

much of the cargo discharged here was in her forward holds, she was not in aboard, the British tramp Strathblane the best of trim and the wind is said to have been such that the ship struck going through Morrison-street bridge.

To take care of additional business. According to Harry Richmond, in charge there, she bent three braces protecting the sidewalk railing on the draw. Continuing down stream she Northland, San Ramon and St. Helens. draw. Continuing down stream she hit one of the Burnside-street draw piers, knocking off a few rivet heads,

The tug Gleaner arrived today from Street and the launch trailed astern, Gardiner and the Umpqua River for when her difficulty at the Burnside-freight and will sail for Gardiner Tues-officers an appearance officers an appearance of the Federal officers and appearance of the Federal of th freight and will sail for Gardiner Tuesday morning.

The A. M. Simpson arrived late Sunday night from San Francisco and is loading at the Porter mill. North Bend. The gasoline schooner Rustler came to Coos Bay late Sunday to complete repairs suffered at sea between the Siuslaw and Umpqua rivers.

GARDINER, Or., April 20.—(Special.)

under charter to the Dollar Steamship
Company.

WAR RISKS BEING QUOTED

War RISKS BEING QUOTED

Action of Uncle Sam May Shift to
Danger Zone.

Association's plant.

The British steamer Strathblane finished loading lumber at the Hammond mill and sailed tonight for Australia, via Puget Sound.

The steamer Siskiyou arrived this morning from San Francisco and went to Knappton to load lumber. She left to Knappton to load lumber. She left to Knappton to load lumber. She left to Francisco and went to Knappton to load lumber. She left to Knappton to load lumber with other responsibility to the consulate officiated in his stead. The latter was recently decorated by the Emperor. Fred Ritters, who was secretary under German Consulations with a stalled as secretary under Mr. Kirch-hoff. The consulate officiated in his stead. The latter was recently decorated by the Emperor. Fred Ritters, who was secretary under German Consulated by the Emperor. Fred Ritters, who was secretary under German Consulated by the Emperor. Fred Ritters, who was secretary under German Consulated by the Emperor. Fred Ritters, who was secretary under German Consulated by the Emperor. Fred Ritters, who was secretary under German Consulated by the Emperor. Fred Ritters, who was secretary under German Consulated by the Emperor. Fred Ritters, who was secretary under German Consulated by the Emperor. Fred Ritters, who was secretary under German Consulated by the Emperor. Fred Ritters, who was secretary under German Consulated by the Emperor. Fred Ritters, who was secretary under German Consulated by the Emperor. Fred Ritters, who was secretary under German Consulated by the Emperor. Fred Ritters, who was secretary under German Consulated by the Emperor. Fred Ritters, who was secretary under German Consulated by the Emperor. Fred Ritters, who was secretary under German Consulated by the Emperor. Fred Ritters, w

grain carrier after all, for with the Barmbek lying in the lower harbor The be waiting to get to sea the Norwegian bark Erbrin crossed into the river at train. bark Erbrin crossed into the river at noon yesterday from callao, completing a rattling run of 40 days. The record from Callao to the Columbia is held by the schooner Oliver J. Olson, which sailed it in 33 days.

Marine Notes.

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

Train. Gliroy is their destination, unless stopped en route.

They are under orders to spend the Summer mapping the Gliroy vicinity. There is a possibility, however, that they may be sent to the border.

The pontoon trains, on wagons, are yet at the post. It is thought they will be shipped later.

No word of any kind has been received by officers here, though a message is expected any time.

Colonel George S. Young, in command of the Twenty-First Infantry, said to

steamer Undine having been finished, she was floated from the ways at the yard of the Portland Shipbuilding Com-pany yesterday. She will be placed in the best of condition for operation be-tween Portland and Astoria during the Summer. The Port of Portland steamer Ocklahama will be hauled out at the Portland west token. Portland yard today. The tug Oneonta will leave up from Astoria with the Norwegian bark Erbrin in tow, and be used for towing on the river while the Ocklahama is out of service. Finishing loading at St. Helens the British steamer Hazel Dollar left last night for Tongue Point to work more lumber for China.

Towed by the Government tugs Geo. H. Mendell and H. M. Adams the new Wind Causes Collisions.

The Port of Portland steamer Ockladama assisted the liner down stream dig for 30 days before final acceptance by the Corps of Engineers, U. S A. Her lumber cargo for Australia being

To take care of additional business,

son, master of the craft, says he should have reached the river last Friday, but he ran into thick fog and rain and was compelled to head off shore.

The cannery ship Berlin sailed today for Nushagak River, Alaska, with supplies for the Alaska-Portland Packers' Association's plant.

The British steamer Strathblane fin-

ARMY MEN ON QUI **VIVE AT BARRACKS**

Seventh Brigade May Go to California - Mexican Border Soon.

GENERAL POTTS MAY STAY

No Official Word Has Come From Washington but Is Expected Momentarily-Everything Ready for Emergency Order.

VANCOUVER, Wash. April 20.— Special.)—The officers, ladies and oldiers of the post are anxious conserning war news and cagerly await dispatches from the front. It was re-ported here today that the Third, Fourth, Fifth and Sixth brigades had been ordered to Galveston, Texas. If this proves true, it is probable that the Seventh Brigade, with headquarters here, will be the next to go, and prob ably will see duty along the California

ably will see duty glong the Cantornia border of Mexico.

General Ramsay D. Potts, in command of the Seventh brigade, some time ago secured leave of absence beginning about May 1, when he intended going East. He retired about September 1, on account of age limit. He now may be required to remain, however. In case he leaves, Colonel B. Willess of Fort Lawton will urph. however. In case he leaves, Colonel
R. H. Wilson at Fort Lawton will probably assume command as senior officer.
Company F. Engineers, with 116 men
and four officers, left here in a special train at 9:10 o'clock this morning.
Captain Richard C. Moore was in command. With him were Lieutenant Phillip Fleming, Lieutenant C. J. Taylor, and Lieutenant Gilbert Von B. Wilkes. The horses, mules, supplies and escort wagons were on cars attached to the train. Gilroy is their destination, unless stopped en route.

On her first trip for a lengthy period as a passenger vessel, the steamer Georgia Burton left yesterday for the Cowlitz River, replacing the steamer Joseph Kellogg temporarily while the left. The Seventh brigade, comprising latter is being overlanded at Sanda Parker Pietr Infantry and two latter is being overhauled at Supple's the Twenty-First Infantry and two yard.

Repairs to the hull of the Kamm actually assembled into a brigade, actually a actually assembled into a brigade, except on paper. It would not take long, however, to accomplish this.

MARINE INTELLIGENCE.

Steamer Schedule. DUE TO ARRIVE.

1	Breakwater	Los Angeles, .	in pe	
1	Roanoke	San Fliano	In De	12
1	Renver	Los Aureles.	Anell	2
1	Yucatan	San Diego		25
4	Rose City	Los Angeles.	April	2
3	Alliance	Eureka	April	31
3		DEPART.		83
ij			*****	
1	Name.	For	Date.	
4	Multnomah	. San Diego	April	2
1	Harvard	. S. F. to L. A	April	2
1	Breakwater Bear	. Coos Bay	April	2
3	Bear	Los Angeles	April	22
d	Roanoke			2
	San Ramon	. San Francisco	April	2
9	Yale Beaver	. S. F. to L. A	Azerti	2
И	Beaver	Los Angeles	Amerik	2
8	Rose City	- Ton Pugnica	April	#
9	Yucatan	Son Diag.	A meil	2
		Emple	Annil	8
ij	Rose City	Low Angeles	May	*
	Rose City	The Mageres.	CHARLES	-
	EUROPEAN AN			
	Name.	From	Date	٠.
S	Radnorshire	London	April	3
ij	Sudmark	Hamburg	April	3
	Glenroy	London	Ma.	d
9	Den of Ruthven	. London	May	1
3	Hoerde		мау	2
9	Glenlochy	.London	· · · · June	1
9	Sambia	. Hamburg	June	2
ľ	Carnaryonshire	. Longon	July	
	Andalusia	Hamburg	- July	2
1	Andaiusia			-
8	Name.	For	Date	
ŧ,	Sudmark	Hamburg	May	
ř	Glenroy	London	May	
	Radnorshire	London	May	-2
91	Den of Ruthven			200
ă	Hoerde	. Hamburg	May	
1	Glenlochy	London	June	1
£.	Sambia	. Hamburg	June	2
	Carnarvonshire	London	July	
	C. Ferd Lacisz	Hamburg	Ang.	2
				-
J		SKAN SERVCE		
ı	Name.	for	Date	6
ı	Name. Quinault	Skagway	April	2
			A minist	

Marconi Wireless Reports. (All reports made at 2 P. M., April 20, unless otherwise designated).

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

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WALTON, JAMES, JR. Marshall 2420..1001

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Chamber of Commerce Bldg. Attorneys. Bungalows.

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Wilcox Building Detective Bureau, COAST DETECTIVE BUREAU, M. 8683..312 Mortgage Leans.



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