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Jersey Seafe



Plans for Warehouses for City Wharf to Include Floor for Offices.

EAST SIDE SITE FAVORED Rose City Starts Down Coast With

Protest Against Charges of 25 Cents Portland line, made fast at Ainsa Ton on Copra and Cocoanut Oil Is Made by Manager for Importer.

In drawing plans for warehouses to be built in the rear of Municipal Dock o. 1, at the foot of Seventeenth street,

be built in the rear of Municipal Dota No. 1, at the foot of Seventeenth street, and on the site of Municipal Dock No. 2, between East Washington and East Oak streets, tentative provision will be made for one floor t.) be devoted to the use of the Commission of Public Docks, so rental may be asved that is now paid for offices in the Worcester building. When estimates of cost and other features have been prepared by G. R. Hegardt, chief engineer, selection will be made of one of the two locations. As the East Side site is generally re-garded the most central, it is probable the headquarters will be built there. It is intended to erect a one-story ware-house at Dock No. 2, so if the offices are to be added the structure will be two stories high. There will be a gen-eral office, assembly-room for sessions of the Commission, room for drafta-men and others that may be required. High Water Retards Work. REPAIR LIGHTVESSEL HERE Geo. H. Mendell to Be Inspected and

volume

High Water Retards Work.

Manzanita Overhauled. Of three bids opened yesterday for repairs to lightvessel No. 88, which be-longs off the entrance to the Colum-bia River, the tender of the Albina En-gine & Machine Company of \$2192.85 was the lowest. The proposals were forwarded to Washington from the of-floe of Henry L. Beck, inspector of the Seventeenth Lighthouse District, and authority to award a contract is looked for in a few days. The lightvessel is lying at Astoria and will be ordered here. High Water Retards Work. Owing to high water, active work on Dock No. 2 has not been hurried since a big fill was recently completed there. By virtue of a special ordinance passed by the Council recently the Commis-sion of Public Docks has been author-ized to remove the north wall of the fireboat slip adjoining the dock prop-erty, so as to construct the south fire wall of Dock No. 2. At yesterday's session C. A. Painton. manager of the Kaola Company, im-porfers of coaconut oil and copra, the first shipment of which is due here on

At yesterday's session C. A. tammarger of the Kaola Company, im-porters of coaconut oil and copra, the first shipment of which is due here on the Royal Mall liner Carnarvonshire in July, appeared before the Commission in an endeavor to induce the members to lower dock charges from 25 cents a ton, arguing that more than 20,000 ions of copra is imported at San Fran-elsco annually and there pressed, the oil being marketed in the United States, but with a wharfage charge of only 5 cents a ton. His company, he says, has contracted for 400 tons of crude coaconut oil to be delivered here during the next four months to be re-fined and it is planned to establish a copra mill here if the raw product can be brought in on an equitable rate. Mr. Painton says that the tariff from the Philippines to any Pacific Coast port is the same, while the rail tariff on the refined product eastbound is alke from all Coast terminals, but the Harbor

port is the same, while the rail tariff on the refined product eastbound is alike from all Coast terminals, but the objection is to the higher wharfage here. In a year the company has doubled its business from Portland, he declared, and greater gains were looked in for. and is Angeles Harbor Commission, reached the city yesterday to spend a few days fage studying drydocks, as the officials of has the Southern California harbor contem-

the Southern California harbor contem-plate building one that will accommo-date vessels 800 feet in length. Having met G. B. Hegardt, chief en-gineer of the Commission of Public Docks, when he visited Los Angeles early in the year, Mr. Gordon was with him yesterday and obtained consider-able information. He will be the guest of Harbormaster Speier this morning on a trip to the Port of Fortland day-dock at St. Johns and the Oregon dry-dock at the foot of Hull street, probdecilared, and greater gains were looked for. Action Is Put Over. As representatives of all Coast cities are to gather at Seattle June 23 to 23 to action wharfage charges being absorbed by rail lines owning docks and competition with others is one of the principal subjects to be discussed, the Commission will take no action until after that gathering. G. B. Hegardt will represent the body there. A move has been made by the transportation committee of the Chamber of Commerce in the matter through filling complaint with the Interstate Commerce Commis-sion to force the O.-W. R. & N and Hill lines to absorb charges on freight destined for rail points on all docks, instead of restricting the concession to their own wharves. The Commission of

their own wharves. The Commission of being made general or entirely abol-ished. In order to straighten out questions concerning the location of the boun-daries of the dock of the Ukase Investment Company, under way on the West Side between the foot of Mill street and toot of Clay street, the Commission de root of Cay street, the commission do nied an application to extend the dock yesterday and will hold a special meet-ing with City Commissioner Daly and W. K. Smith, Jr., of the company, to go over the various features. Bids are to be asked by Mr. Hegardt for dredging a slip at Municipal Dock No. 1, which the Port of Portland has declined to do because of the need for all dredges on channel work.

per cent has been quoted because of a slow passage she made from Hamburg The vessel was out from the German port since December 22. She come builted Kingdom under engagement to the Portland Flouring Mills Company. Another slow voyage recorded, but In the opposite direction, is that of the British ship Holt Hill, which was 180 days from Puget Sound for Havre, ar-riving a week ako today. The vessel also well known here, has not been re-ported at Payta, Peru, with a Columbia River lumber cargo with which she left Port Townsend February 2, after hav-ing been driven to shelter there in s January gaile and remained for repairs.

It was 1:15 o'clock when the "Bull-

Manzanita Overhauled.

Plants Operated Here.

News of Oregon Ports.

BEAR BRINGS MANY GUESTS ASTORIA, Or., June 16 .--- (Special.)-The steamer Klamath arrived today from San Francisco with cement for

Every Cabin Berth Taken. was 1:15 o'clock when the "Bull-Bear, of the San Francisco & and line, made fast at Ains-h dock yesterday afternoon and disembarked 320 passengers.

Portland line, made fast at Ains-worth dock yesterday afternoon and there disembarked 320 passengers. Captain Nopander reported weather conditions outside of the finest, yet there were a number who found eat-ing irksome. The vessel had over 1000 tons of cargo and in the lot were three carloads of lemons and one of oranges from Southern California, which is the smallest fruit shinment handled this rived today from Accepting and Shasta sailed today for San Pedro man Shasta sailed today for San Pedro with cargoes of lumber from Portland. The steamer Portland arrived this morning from San Francisco with gen-eral cargo for Portland. The steamer Tamaipais arrived today from San Francisco and went to Rai-nier for lumber.

mallest fruit shipment handled this

Sluslaw River.

senson. On the steamer Rose City being dis-patched for the South at 3 o'clock in the morning, she had 225 passengers, all of her first-class accommodations being taken and there was a small crowd in the steerage. About 25 of those leaving are bound for Eastern points and are to go by rail from Call-fornia cities. Steamshipmen say Sum-mer travel is on and they look for no ceasation until late in the Fall. Early next month the exodus of vacationists from Portland will be under way in volume. Trom Sail Plantaco and the more for lumber. The gasoline schooner Enterprise sailed today for Waldport. The schooner W. H. Marston, with a cargo of lumber for South Africa, ar-rived from Portland this evening. rived from Portland this events. COOS BAY, Or., June 16.—(Special.)— The Geo. W. Elder sailed today for Eureka, carrying through and local passengers for the California port. The gasoline schooner Tramp will be engaged at Port Orford for some weeks in the annual sea lion hunt. The gasoline schooner Rustler is loading freight for Gold Beach and Wedderburn and will sail Wednesday. The new gasoline schooner Roamer,

Wedderburn and will sail wednesday. The new gasoline schooner Reamer, which was unable to maintain speed, has a new propeller, manufactured by the North Bend Iron Works, and is loading for her first trip, one to the

Movements of Vessels. Movements of Vessels. PORTLAND, June 16.—Arrived—Steamers Rear, from San Francisco and San Pedro; Niamath, from San Pedro; Portland, from san Pedro; Johan Poulsen, from San Fran-cheo; Paraiso, from San Francisco and Coos Bay, Salled—Steamers Rose City, for San Prancisco and San Pedro; Damara, for New york; schooner W. H. Marston, for Cape Town. Astoria, June 16.—Salled at 8 A. M.— Steamer Shasta, for San Pedro, Arrived at 5 and left up at 6:30 A. M.—Steamer Bear, form San Francisco and San Pedro, Arrived at 6 and left up at 9:15 A. M.—Steamer Port-istand; from San Pedro, Santer Port-Steamer Daisy Gadsby, for San Pedro, Ar-steamer Tamalais, from San Pedro, Ar-steamer Tamalais, from San Pedro, Vash steamer Tamalais, from San Pedro via Sah prescisso. — San Francisco, June 16.—Arrived at 8 A.

iving at Astoric and win of ordered here. The tug Geo. H. Mendell, of the United States engineer fleet, came into the harbor yesterday with a barge on which will be loaded caps, ties, string-er pieces and other lumber for the north jetty at the mouth of the Co-lumbia. The order was cut at the East Side mill. While here the Mendell will have her boller inspected. To undergo repairs and an overhaul-ing the lightouse tender Mansanita left for Puget Sound yesterday, where she will go to the yard of the Seattle Construction & Drydock Company.

DRYDOCK FOR LOS ANGELES Commissioner Inspects

Christopher ML Gordon, of the Los

Andinata, by at 2015 A. M.-Steamer Port-and, from San Fedro. Sailed at 11 A. M.-Steamer Dalay Gadaby, for San Pedro. Ar-Steamer Tamalpais, from San Fedro. Ar-Steamer Rose City, for San Pedro via Sah Francisco.
San Francesco City, for San Pedro via Sah Transico.
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PORTLAND

Daily Evening Express, 6:30

Gearhart and Seaside



AMUSEMENTS.

PARTY GOES TO STUDY BAR

Government May Be Asked to Have

Chinook Work in 30-Foot Channel.

To ascertain the sentiment of pilots at the entrance to the Columbia River, at the entrance to the Columbia River, as well as get a first-hand view of the bar and endeavor to form an idea of conditions in the 30-foot channel, Portlanders connected with maritime matters left last night for Astoria. If a concensus of opinion is that the dredge Chinock should dig in the 30-foot chan-nel, instead of returning to the range she worked on last season, where there is 26½ feet of water, the party will so recommend to Colonel McKinstry, Corps of Engineers, U. S. A. In the party will be Alfred Tucker, Albert Lewis and W. D. B. Dodson, rep-resenting the navigation committee of the Chamber of Commerce; G. B. He-gardt, chief engineer of the Commis-

gardt, chief engineer of the Commis-sion of Public Docks and formerly in charge of the bar improvements under the division engineer; and M. Talbot, manager of the Port of Portland. They will be met by members of Astoria organizations and probably make a trip to the mouth of the river. The deedge Chinook is to leave here early next week

ALBERS TAKE FIRST SHIP Mill Interests Plan to Enter Export

Grain Market.

Export grain circles were agog yes-terday over the receipt of cables from abroad crediting Albers Bross with having chartered the British bark In-

having chartered the British bark In-verclyde for new-crop grain. The ves-sel was last reported at Sydney and was to sail for Callao with coal. It is the first venture of the Albers Bros. interests in the offshore grain trade, though they have been in the milling business for years and main-tain plants in Oregon, Washington and California. Henry Albers said yester-day that he thought the Invercived day that he thought the Inverciyde would be loaded on Fuget Sound and that the matter of chartering for Port-land loading was under consideration.

nerves.

OVERDUE SPARTAN IS SAFE

Squarerigger Holt Hill Makes De-

cidedly Long Trip to Havre. Taylor, Young & Co. received a cable resterday reporting the safe arrival at Callao of the Norwegian bark Spartan, on which reinsurance at the rate of 10

