AND FILL DISCUSSED

Mocks Bottom Property Owners at Meeting.

Port Commission Takes Up Consideration of Channel Project as Affecting Land.

A plan to extend the harbor line in front of Mocks bottom approximately to conform to a line drawn from the plant of the Portland Flouring Mills company to the shore at a Columbia university, filling behind the line with material dredged from Swan

as considered at the joint ers of Mocks bottom and the Port of Portland commission.

The session was attended by the property owners with a view to discussing a fill on Mock's Bottom without respect to a change in the harbor line. During the discussion, it was brought out that there was likelihood of the east channel being closed as a poper end, leaving the of the east channel being closed at the upper end, leaving the present chan-nel as a basin to be entered by ves-sels from the lower end of the island. that prompted an agreement that the possibility of removing the west side of the island and filling the east channel as well as the bottomland be gone into from a practical standpoint.

Committee Is Numed. Richard Wilder, representing the Russell estate, and Percy H. Blyth; O. L. Price, executor of the Pittock cutate; L. J. Werschkul of the Portompany, were named a committee to represent the property owners in going into the details with the port com

The port is dealing with property owners on the west side of the island, embracing the Guild's lake zone, for a fill with material to be taken from the west channel, which is now being dug and the dredgings deposited on the new railroad terminal site. It was the alm to ascertain if those i Mocks bottom would enter into an arrangement for a fill as well. That point may be gone into more thoroughly in the event the plan involving the removal of much of the island

is not favored.

The east portion of the island inside the tentative line would serve as a substantial bulkhead, it was pointed out, while at the lower end a dike shore. In gaining the new land the property owners would also have the advantage of a straight harbor line with abundant deep channel area in front. The present east channel, being in a bend, is bothersome in handling deep water vessels when two large there and is held as a straight large. The present cast channel, being in a bend, is bothersome in handling deep water vessels when two large there and is held as a large three pans there and is held of insufficient width for the utilization of the Mocks bettom property to the best advantage for docks. To fill Mecks bottom alone, for is estimated that 18,000,000 cubi

probable expense of digging away part of the Island and that will figure in the final determination of the proposal. The ability of the port comission to establish improvement districts and to take care of financing so property owners would have 20 years in which to meet the cost also

Other Matters Taken Up.

Other matters taken up included Lewis Luckersh placing of insurance on the drydock way ports for 600 policy for marine and liability covering was decided on. Contracts with the Coast Culvert and Figure company and King Broth-

ers Boller Works for the construction of 4009 feet of discharge pipe line for dredges and with the Smith & Watson Iron Works for that part of the pipe within the hold of the dredge, were The commission agreed to join with

the government engineers in a uni-form wage scale for dredger crews, effective June 1. It is said to be the ast reale with only minor changes It was determined as well to place drydock mechanics of all classes, ma-chinists, ship carpenters and caulkers on the same scale, 72 cents an hour.

Change in Draw Signal for Two

At the instance of the Spokane Pertland & Scattle railroad a hear-ing of navigation interests has been called for May 8 by the Corps of Engineers, U. S. A., for consideration of a rescinding draw signal for the bridge maintained by the railroad at St. Lores The same alread is used.

Draws Is Proposed.

bridge maintained by the railroad at St Johns. The same signal is used for the Broadway bridge.

At other bridges the signals for opening are such that when a vessel whislies for the draw and for some reason it is decided not to pass through, the signal is reversed. At the Spokane, Portland & Seattle and Broadway bridges the signal is a long short and long whisle, and it is to decide on how a reverse signal is to decide on how a reverse signs shall be sounded that the public hear ing was arranged. Written testing was requested as a means of insur-ing a correct record, while oral sug-gestions are to be listened to as well. The gathering will be at the office of the second Portland district, custom house building.

CRISTOBAL April 26.—Arrived: Julia Luckenbach, from San Francisco; Bobin Adair, from San Francisco.

MANILA, April 25.—Arrived: Fushima Maru, from Seattle; Tenyo Maru, from San Prancisco. April 26—Keystone State, from Seattle. ST. MICHAELS, April 25,-Noorderdijk,

CORDOVA, April 26.—Sailed: Victoria.

VICTORIA, B. C., April 27.—Arrived: Canadian Rover, from San Pedro, NEW YORK, April 27.-Arrived, Iowan, rom San Francisco.

JACKSONVIILE, April 27. - Arrived: Tharles H. Cramp, from Los Angeles. TIENTSIN, April 25.—Arrived: Standard Arrow, from San Francisco. SHANGHAI, April 26.-Arrived: West O'Rowa, from San Francisco.

KOBE, April 22.—Departed: Shisuka Maru, for Seattle, BALTIMORE, April 27. — Departed Hock Hall, for Los Angeles and San Fran

PHILADELPHIA, April 27.—Departed: Cold Harbor, for San Francisco. SAN FRANCISCO, April 27.—Arrived at A. M., stemmer Lewis Luckenbach, from 2 A. M., steamer Lewis Luckenbach, from New York and way peris, for Fortland. Arrived at 7 A. M., nteamer Henry S. Grove, from Pattimore, for Fortland. Salled at 2 P. M., stoamer Pariso, for Portland. Arrived, steamer West Catanace, from New York, for Portland.

CRISTOBAL, April 26.—Arrived, steamer Katrina Luckenbach, from Philadelphia, for Puget sound and Portland. SAN DIEGO, April 28.—Sailed, steame, Dakotan, from Portland, for Liverpool.

SAN PEDRO, April 27.—Arrived, steam-er Wapama, from Portland via Tucoma. AZORES, April 26.—Passed, Swedish cotorship Balbon, from Portland, for

SAN PEDRO. April 20.—Sailed steamer Lewis Luckenbisch, from New York and way ports, for Portland. Sailed, steamer J. A. Moffett, for Portland. Arrived, steamer Orinoce, from New York and way ports, for Portland. Arrived, steamer Orinoce, from New York and way ports, for Portland. Arrived, steamer Tiger, from New York and way ports, for Portland. Arrived, steamer Tiger, from New York and way ports, for San Francisco, and Portland. Arrived, steamer tiger, from New York and way ports, for San Francisco, and Portland. Arrived, steamer tiger, from New York and way ports, for Fortland. Or San Francisco, and Portland. Arrived, steamer tiger, from New York and way ports, for San Francisco, and Portland. Arrived, steamer tiger, from New York and way ports, for San Francisco, and Portland. Arrived, steamer tiger, from Fortland. The moorage being below steamer Dinieldijk, from Rotterdam, for Fortland.

BRIDGE SIGNAL HEARING UP 2:12 P M. 73 feet/S:10 A M. 2.6 feet

Port Calendar.

	To Arriv	ve at Pa	rtland,	
Vezael-	-	From	m.	Date
Admiral	Farragu	tSan 1	ran	April 2
Stenl Sen	THEET	ALL LANGE T	ork	ATOMIT
Rogulus.	*******	At	HEFICA	April 1
Memphis	CHY	Orient		April 2
EROR, AL	Bunker	New	Korm	April 2
Transfer Ct	(Xeresea)	S. Ped	TAU.	April
West Ca	nianace.	. Portla	not Ma	A meth d
		S. AI		
epths .		S. At	perica.	May
Kinderdi	Jk	Europ		May
DinteldU	A	Europ	0	May
Henry S.	Grove	New	York	May
Senator		San I	Diego	May
		S. F. a		
Tiget	*******	New	York	. May 1
Cardigan	BRILLS	Europ	0	Mag
		S. An		
		From Pe		
Vermel-		For West		Date
Depere		West	coant	Arrett 2
Line Class I	LANCON DE WITH THE PARTY	h. Gill		A warrant of
Hoobyall	Acces 100 to 100	San I	edro	April 1
		Name		

Chattancoga as Steel Ranger New York April 28 Valparaiso Europe April 29 Regulos W. coast. April 29 Hankow Maru. Japan April 28 Lewis Luckenbach. New York April 28 Lewis Luckenbach. New York April 29 Admiral Farragut San Pedro. April 28 West Catanace Portland Me. April 31 Multnoman San Fran May Babrinda San Fedro May 5 Senator San Diego. May 9 Joptha S. America May 1 Honry S. Grove New York May Admiral Rodman S. F. and way May 1 Vessels in Port.

Vessel-	Berth.
Akutan	North Bank
Auson S. Brooks	Supple's
Monkey Ita	Terminal No 2
Boobyalla Chattaneoga City	Terminal No
Theoret Carally	N. D. L. Co.
Page a	Mill street
Dauntiess Egeria Daisy Mathews	Canali
Digital Structure and street	Inner There
Depere	Nanatana danag.
Georgina Rolph	Wastern & W.
George Washington.	Taxatern & Western
Hattie Luckenbach.	Tarminal No. 4.
John W. Wells	Developly No. 1.
K. V. Kruse	Antonia
Lant W Cutrandas	Astoria
Levi W. Ostrander.	St. Tohaw
Lake weather	V210 ho
Minnesotan	Or John
Withington	ASC NORTH
Patsy Port Said Maru	. Alloria.
Port Said Maru	.St. Halana
Steel Ranger	
Wankeens	
West Keats	
West Islin	
Valparaiso	.lrving.
Yoshida Maru No. 1	

LAID TO FOG. KOBE, April 21.—Arrived: Selvo Maru, Fastern Sailor Undergoing Repairs faru, from San Francisco. April 23.—Rorea and Will Resume Journey; Ramand Will Resume Journey; Ram-

ming Crashes In Bow.

OREGON CITY, Or., April 27 .- (Spe-

SYDNEY, N. S. W., April 25.—Yoshida Maru No. 3, from Fortland, Or.

LONDON, April 26.—Arrived: Floridian, from San Francisco.

SAN FRANCISCO, April 27.—Arrived: Stambila Henry & Composition which silled philips of the explosion which silled and the wearher from San Francisco of the state of We saw we could not do it and we answered back to go to port. She whistled again to go to starboard so we whistled three times, meaning we were going astern—ship out of con-

"The Sakaki Maru was going at a good clip and kept right on coming and when she crossed our bow we smashed her a good one amidships. It caved in her side and crashed in our more, from Manila; Saginaw, from San Prancisce.
Sailed: Redondo, for southeast Alaska; Rainier, for San Francisce; Santa Rita, for San Pedro; Apex, for Alaska; Cape Romain, for New York.

CORDOVA, April 26.—Sailed: Victoria, did not have far to sink and no lives were less.

were lost.

"We are now in drydock getting fixed up at a cost of \$25,000. We are getting 20 new plates and a new bow-stem and will be ready to sail the Canadian Rever, from San Pedra.

NEW TORE, April 27.—Arrived, Iowan, from San Francisco.

"We also had a bad explosion five days ago when a bunch of gas formed from San Francisco. days ago when a bunch of gas formed in the forepeak tank and was set on fire by a burner who was burning some rivets. There were 16 men working in there at the time. The first man got halfway out of the hole and they were all grabbing hold of him so neither he nor anyone else could get out. The heat and smoke soon put them all to sleep and we went below, putting wet cloths over our mouths and noses. We tied a rope around the first man and pulled him up. The black smoke was so thick that we could not see. The fire department arrived at that time and the men put on gas masks and went way down

They tied ropes onto them and we pulled them out one at a time.
"I never saw any men so burned in all my life. Only one was dead when we got them all out, but three died

GALVESTON, April 26.—Sailed, steamer port MOORAGE IS OBTAINED

respond to the company for 318 feet of water frontage at a normal monthly rormal. It is proposed to his form puget sound and after loading at terminal broken the formal monthly rormal. It is proposed to his form puget sound and after loading or deep from the work of the first of the formal and the formal

The steamer coarse shifted from the National mills to the Northwestern, both at found mills about the San Francisco. Parameter of the San Francisco. The Hattie Carbon at the San Francisco and the West Linkershach was reported attributed to Portland; the F. J. Luckenbach steaming into New York from Portland; the F. J. Luckenbach steaming into New York from Portland. The Holland-American steamer kinders of the Holland; the F. J. Luckenbach reporting at Balboa on her way from this active the Julia Luckenbach reporting at Balboa on her way from this active from Philadelphia and the Karine Luckenbach reported at Cristian of the Captain San Content of the Captain San Captain San Content of the Captain San Captain

COLLISION AND EXPLOSION

yesterday until 10 o'clock this morning.

Harbor moves scheduled for today include the steamer Georgina Rolph, from
the Eastern & Western mill to the plant
of the Portland Flouring Mills company,
and the steamer Dalay Mathews, from
Couch street dock to St. Helens.

The tank steamer Frank H. Drum was
an arrival yesterday from San Francisco
with at oil cargo for Willbridge.

The steamer Thomas P. Beale, forn Bal-The steamer Thomas P. Beale, fom Bal-timore departed from San Pedro for Port-land yesterday. She comes to the North-west Shipping company and berths at ter-minal No. 1.

Pacific Coast Shipping Notes. ASTORIA, Or., April 27.—To load a part argo of lumber at Warrenton, the steam honor Nehalem arrived at 3 A. M. from an Francisco. She will finish loading at

air. Moore was making his fourth trip on the Eastern Sailor, which touched at Vladivostok, Shanghal, Hongkong and Dairen. The steamer cleared from Portland, February 14.

storeroom is maintained on the lower dock and fixed hours morning and afternoom maintained for receiving stores and equipment purchases. In arranging the new moorings, it is intended to drive dolphins for holding vessels inside of which will be afternoom.

GRAYS HARBOR, Wash., April 27.

The steamer Osage shifted from the Na-lonal mill to the Northwestern, both at

company left the city yesterday for his San Francisco headquarters after having spent two days here. The trip included all ports north of San Francisco at which vessels of the line touch.

Operation of the new drydock plant of the Columbia River Drydock Engineer and Construction company, at the foot of Gibbs atreet, the site being that formerly occupied by the Coast Shipbuilding company, is drawing considerable business, according to Frank J. Smith, well-known steamboat man, who is on the company's staff. The dock was built on Paget sound by J. H. Price, head of the company, and towed here, being placed in service only a short time ago.

The motorship Boobyalla, which has been loading at terminal No. 2, is due to shift to terminal No. 4 early this morning to complete her cargo for San Francisco and San Pedro delivery.

The steamer Hektor followed orders

SAN PEDRO, Cal., April 27.—The Willight of the control of the control

From British Columbia ports the Princess Maquinna arrived at the Tacoms smelter today with ore. The vessel was due to sail this afternoon.

Cargo amounting to 1000 tons consisting of box shooks, furniture, merchandise and general freight was taken from Tacoms on the Manulani of the Matson line, which arrived here this morning and sailed in the afternoon for Honolulu.

Flour and lumber will make up the cargo of the Taithyhius of the Hine Funnel line, which arrived here this morning from Vancouver, via Everett. The vessel went to the Taroma grain dock and will shift from there fo the Northern Facific oriental west Shipping company and berths at terminal No. 1.

**P. N. Bush of the Pacific Steamship Per Record of the West Per Record of the Statement Per Record of t

COOS BAY, Or. April 27.—(Special.)— The steam schooner Martha Bushner, ar-rived from San Francisco last night at 7.15 o'clock. She will sail south on Sat-urday with a lumber cargo from the Bueh-

San Francisco. She will finish loading at Westport.

Westport.

The steam schooner Santiam arrived at 15 a. M. from San Pedro and is to load 1,100,000 feet of lumber at the Hammond mills.

After taking on general cargo at the Auteria to company of North Bend. announced that the steamer Cape Romain will reach Coos Bay Monday port terminals for Australia, the Swediah steamer Sydie shifts tonight to the Hammond mill to load 500,000 feet of lumber. Later she will again shift to the port terminals to take on lumber.

The steamer Jennes She will load part of a lumber arrived at 5 A. M.

Pertiand, 134 miles northwest of San Francisco, noon.

SEA LION, tug. towing Willpole, Mexican coast for San Pedro, 132 miles south of San Pedro.

WILLPOLO. New York for San Pedro.

132 miles abuth of San Francisco for Pertiand.

45 miles north of San Francisco for Pertiand.

45 miles north of San Francisco for San Prancisco, LURLINE, Handlule for San Francisco.

1633 miles from San Francisco for San Handlule for San Francisco.

ADMIRAL SCHILEY, San Francisco for Seattle, 217 miles south of Seattle, April 25, Nankking, San Francisco for Houghong, 135 miles from San Francisco, April 25, WILHELMINA, Handlule for San Francisco, April 26, WILHELMINA, WIL

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Mr. Rutherford is survived by the following children: Mrs Fred Marstall of Clarkes, Or.; Robert Rutherford of Hoff Or. William Rutherford Jr. of Highland; Mrs. Thomas Mc-Allister, Mrs. Andrew Graham of Viola; Rev. Charles Rutherford, a missionary of South India, who is visiting at the present time in McMinnt ville, Joseph and George Rutherford of Highland.

Funeral services will be held from the Highland church tomorrow aftermon at I o'clock, with Rev. A. J. Ware of this city, officiating, and interment will be in the Highland cemetery, with Edward Brady, of this city in charge of funeral arrangements.

at Point Wells.

QUINAULT Tacoma for San Pedro, 28 miles from Tacoma.

SISKIYOU. Bellingham for San Pedro, 38 miles south of Columbia river.

Som miles worth of Columbia river.

COLONEL E. L. DRAKE, Honolulu for San Pedro, 19 miles morth of San Pedro, 19 miles from Wilmington.

CARCLYN, Tacoma for New Orleans, 150 miles morth of San Prancisco, 120 miles south of San Francisco.

ROSE CITY, San Francisco for Portland, San Lilis, 18 miles from San Pedro for Richmond.

R. J. HANNA, San Fedro for Richmond.

To miles from Richmond.

A HACKENTIA, Vancouver for Portsan Luis, 18 miles from Port San Luis, 245 miles from Port San Luis.

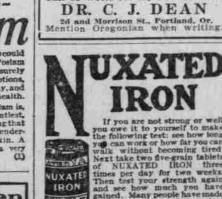
A MOFFETT, San Pedro for Wilbridge.

A MOFF



Stock Bonus Equal to the Total of Your Bond Investment?

Both Large and Small



Side Business Men's club at its rooms
Mr. Rutherford is survived by the 1144 Grand avenue. This, said Score

The Ellast Side Business Meg's club it was announced, has been asked to provide for the proper decoration of the Belmont dock lending for the arrival of the queen and for the decora-

f Vancouver.

SALTALAMACCHIA-TADDEO — Gievanis Saltalamacchia, 31, of Portland and Maletts Taddeo, 25 of Portland.

SEARS-JOHNSTON — Floyd Sears, 29, of
ortland and Leds Johnston, 29, of Portind. land.
TEGERSTRAND-AVERILL Byron Teg-erstrand. 29, of Portland, and Mrs. Minnie Averill, U2. of Portland.

WOULD YOU BE CONVINCED?

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shadow of a

doubt; that I cure piles and other rectal conditions without an op-

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with the names and addresses of scores of prominent men and women of Oregon and the Northwest that I have absolutely cured of longstanding cases of Piles and other Rectal conditions?

by agreeing to refund your fee, if I fail to cure your piles. If you are interested and wish to know more about my methods, Call or Write for My Free Bookle

My methods are painless-do not

confine you to bed; do not require

an anesthetic and are permanent.

I eliminate all doubt as to results



Demonstrate the Famous Rice Method Free to Callers at Hotel

If you are ruptured, your big op-ortunity has now arrived. If you yould like to be free from the dayery of gouging, pinching, chaf , then HERE and NOW is the

Mr. and Mrs. F. E. Williams and C. W. Miller, experts in rupture cases, trained under the personal direction of W. S. Rice of Adams, N. Y., the famous discoverer of the Rice Non-Surgical Supture Method, will be at the Multnomah Hotel, Portland, Oregon, May 1, 2 and 3.

These experts are here to per

sonally demonstrate to all rup-tured people what the Rice Rup-ture Method can accomplish. You have no doubt, heard and read have it closes, heard and read much about this famous method and the cures which thousands have reported from it. Now, you have the chance to find out all about it—to have it demonstrated to you and to see what it can do
in YOUR OWN case. Just call at
the hotel and these experts will
give you their personal attention,
best advice and complete demonstration absolutely without charge Are you tired of that binding ampering, uncomfortable trass Would you like to be free of to forever? Then investigate this Sice method and find out the pos

sfbilities it holds out. Surely method that would cause so man; method that could cause so many thousands of former rupture suf-ferers to report cures must be worthy of your full and complete investigation.

The Rice Method is different from anything eise. It is modern, up-to-the-minute, abreast of the latest scientific developments. It is the one Method that you are not asked to take on faith alone—the one Method that is positively demonstrated in the second science of the onstrated to you, right on your own person, without any charge whatever. You do not spend a penny unless, after having a full and complete demonstration, you

decide that this is the Method for you. And you—you alone—are the you. And you—you alone—are the sole judge of that. In justice to yourself, come is and see these experts. Remember, they will be here only three days, then your opportunity will be gone. Grasp it NOW. It may prove the wisest thing you ever did, and anyway, it costs you noth-ing to find out.

Hemember, come to the Muli-

nomah Hotel any day from 3 to 12 forencens, 2 to 5 afternoons or from 7 to 9 in the evening. The dates are May 1, 2 and 5.

Don't let this opportunity get

away from you W. S. RICE, Adams, N. Y.

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\$5 cents buys a bottle of "Dander ine" at any drug store. After one application of this delightful tools you cannot find a particle of dandruff or a falling hair. Besides. druff or a falling hair. Besides every hair shows new life, vigor brightness, more color and abundance— Adv.



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