# WORK PUSHED ON OREGON DRYDOCK

## New Plant Will Be Ready for Business by March 1 of Next Year.

## CAPACITY 5000-TON CRAFT

### Dock Will Adjoin Works of Willamette Iron & Steel Co., and Will Be Operated in Connection With That Concern.

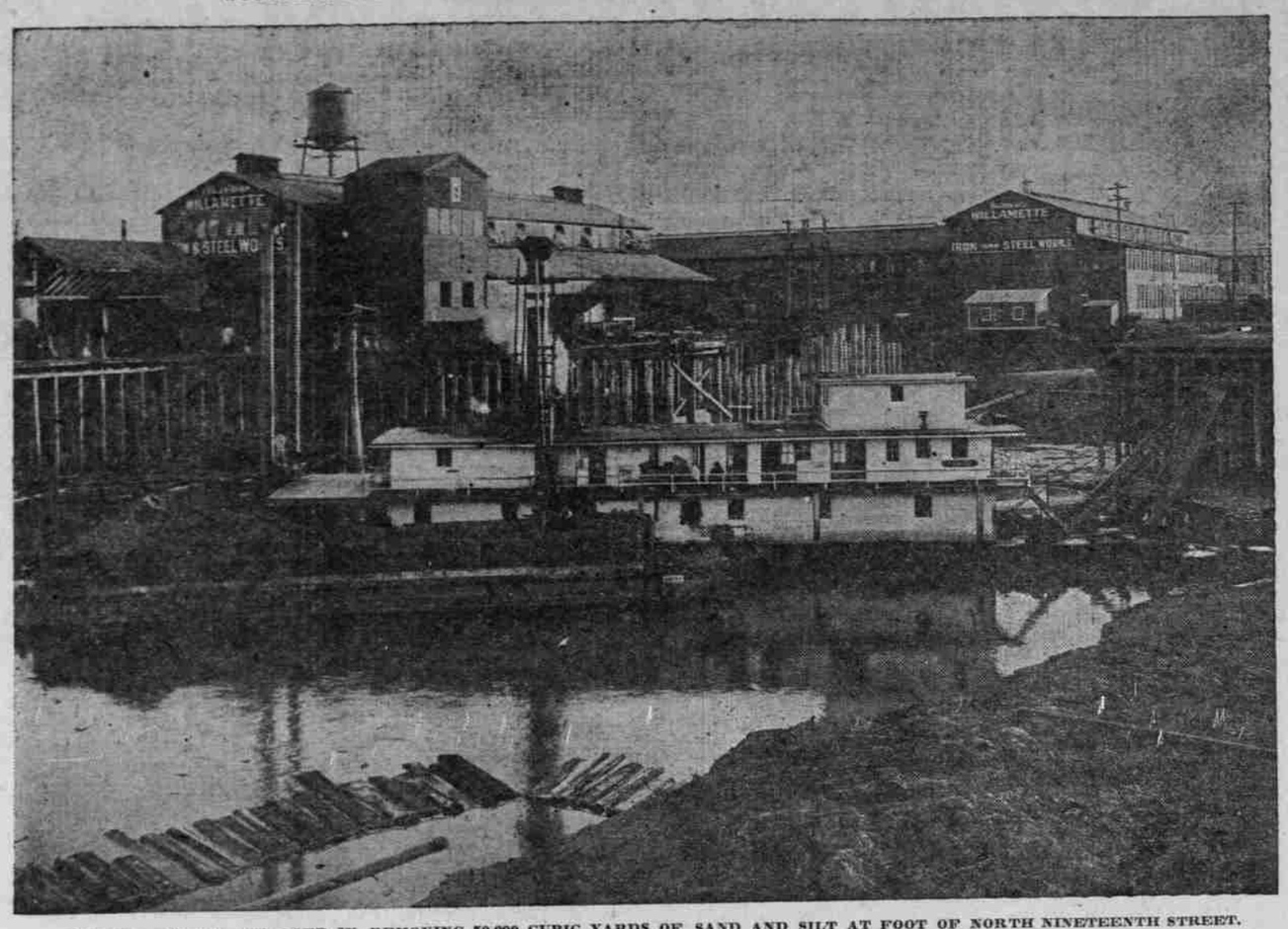
Work on the fine new floating drydock, to be built and operated by the Oregon Drydock Company, is now being rapidly pushed forward. This will be welcome news to the shipping interests of this city, as it assures to the port the most complete and up-to-date plant of its kind on the Coast.

The site of the new dock is at the foot of North Nineteenth street, and is 100 feet in width, extending 600 feet from Front street to the harbor line, and has splendid facilities for docking and repairing ships which the new plant will provide. Immediately adjoining on the east and south are the large modern shops of the Willamette Iron & Steel Works, which will furnish the drydock with every needed provision, in the way of material, steam and electric hoisting and handling equipment, compressed air and machine shop facilities, for its expeditious and economical operation. A more convenient location could not be found, as near this point the majority of all ships entering the harbor either dock or anchor. It is, furthermore, conveniently accessible from any part of the city, two lines of cars running directly to this point.

The new dock, which will be ready for business not later than March 1, next, will be 290 feet in length over the pontoon and 240 feet over all. It will have a lifting capacity of 5000 tons, and will accommodate vessels up to 400 feet in length.

The most important feature of the new dock, however, and the one which will appeal with special force to shipowners, is its proximity to, and convenient working arrangement with, a modern engineering and shipbuilding plant, it being readily recognized that a drydock, unless so located or possessing such facilities of its own, cannot undertake any extensive work in the way of ship repair, rebuilding or alteration except at considerable cost and much loss of time. By virtue of its arrangement with the Willamette Company, which occupies a leading position in shipbuilding and the manufacture of marine and steamboat machinery, the Oregon Drydock Company seems to have met this question, not only in a manner which will permit it to successfully bid for all varieties of ship repair and alteration, but in a way which will greatly further its economical operation.

SCOOPING OUT BOTTOM OF RIVER TO PROVIDE PLACE FOR NEW DRYDOCK




DREDGE BEAVER, ENGAGED IN REMOVING 50,000 CUBIC YARDS OF SAND AND SILT AT FOOT OF NORTH NINETEENTH STREET.

### BARK CORNIL BART CLEARS

#### French Craft Gets Away With 112,000 Bushels of New Crop Grain.

October grain shipments, foreign, were increased by 112,000 bushels of wheat yesterday, when the French bark Cornil Bart cleared for Queenstown or Falmouth for orders. The cargo of the Cornil Bart was dispatched by Kerr, Gifford & Co., and was valued at $101,000. The vessel will leave down at noon today.

The clearance of the Cornil Bart brings the total wheat shipments up to 676,865 bushels. In addition, there has been sent out 112,500 bushels of barley and 15,000 barrels of flour, making a total of 857,865 bushels of grain for the first ten days of the month.

Grain clearances for the present week will include the steamships Delke Rickmers and King George, the French ship Neuilly and the German ship Henriette. The combined cargoes of these vessels will amount to approximately 655,000 bushels. This will bring the first half of October up to more than 1,500,000 bushels.

#### Government Tug Goes Ashore.

SEATTLE, Wash., Oct. 10.—The Government naval tug Sotoyomo went ashore yesterday morning in a thick fog at White Point, the narrowest channel in the entrance to the Bremerton navy-yard. Her distress whistles atracted the Inland Flyer, which took the naval officers and their wives, who had been landed on the beach. The tug was little damaged. She was pulled off by the naval tug Pawtucket. She was in charge of a boatswain at the time of the accident.

#### Ship's Carpenter Dies in Hospital.

H. Sorenson, carpenter of the Norwegian steamship Guernsey, which sailed last week for St. Vincent, died yesterday morning at Good Samaritan Hospital. Funeral services will be held from Ericsson's undertaking parlors today. Deceased was 55 years of age and a native of Sweden.

#### Marine Notes.

The steamship Breakwater is due today from Coos Bay.

The steamship Northland sailed for San Francisco yesterday afternoon.

The German ship Alexander Isenberg arrived up from Astoria yesterday afternoon.

The steamship Eureka is due to sail at 4 o'clock this afternoon for Coos Bay and Eureka.

The steamship Sue H. Elmore is undergoing repairs at the Willamette Iron & Steel Works.

The steamship Alliance sailed for Coos Bay last evening with a good crowd of passengers and a quantity of freight.

#### Arrivals and Departures.

PORTLAND, Oct. 10.—Arrived—Steamship Eureka, from Eureka and way; steamship Sue H. Elmore, from Tillamook; German ship Alexander Isenberg, from Honolulu. Sailed—Steamship Northland, for San Francisco; steamship Alliance, for Coos Bay; steamship Jim Butler, from Rainier for San Francisco; steamship R. D. Inman, from Rainier, for San Francisco.

Astoria, Oct. 10.—Condition of the bar at 5 P. M., obscured; wind, southwest; weather, cloudy. Arrived down at 6 last night and sailed at 7 P. M.—British steamer Knight of the Thistle for Hull via Tacoma. Sailed at 8:30 A. M.—Steamer Rose City, for San Francisco. Sailed at 7 A. M.—Steamer Cascade, for San Francisco. Sailed at 1 P. M.—Norwegian steamer Guernsey, for St. Vincent. Sailed at 1:30 P. M.—Norwegian ship Aster, for Liverpool.

San Francisco, Oct. 10.—Sailed at 11:30 A. M.—Steamer State of California; at 1 P. M., Steamer Eureka, for Eureka and way; steamer Redondo, for Coos Bay; steamer Winnebago, from Muroran; ship Star of France, from Cooks Inlet. Sailed—Bark Bayonne, for Queenstown; steamer State of California, for Portland; bark Lord Templeton, for Tacoma; steamer Mann Smith, for Coos Bay; steamer Buckman, for Seattle; steamer Governor, for Victoria, B. C., and Port Townsend; steamer George W. Elder, for Astoria; steamer Newburg, for Grays Harbor.

Valparaiso, Oct. 6.—Sailed—Radames, from San Francisco, for Hamburg.

Talcahuano, Oct. 6.—Sailed—Setos, from Hamburg, etc., via Punta Arenas, for San Francisco.

Harwich, Oct. 10.—Arrived—Pentaur, from San Francisco, via Punta Arenas, Monevideo and Las Palmas.

Hongkong, Oct. 8.—Arrived previously—Appalachian, from San Francisco; Asia, from San Francisco, via Honolulu and Yokohama.

#### Tides at Astoria Sunday.

| High. | Low. |
|---|---|
| 1:58 A. M.....8.3 feet | 7:45 A. M.....1.2 feet |
| 1:42 P. M.....9.3 feet | 8:19 P. M.....0.4 feet |

# PROGRESS ON BUILDINGS

### Outlook Favorable for Plenty of Work During Winter.

Work started yesterday on the removal of the building from the site of the quarter block belonging to the Lewis estate at the northeast intersection of Fourth and Oak streets. It was announced last week that a business structure is to be erected on the corner by the estate, but of what dimensions has not yet been decided. The fact that the estate has already put up the Couch building, next the corner of Fourth and Washington, and has holdings in other locations of substantial construction, lends to the belief that a modern high-class building will be erected at this important corner.

Diagonally across from the Lewis corner, work has started up again on the foundations for the Henry building, matters having been adjusted with owners of connecting property with reference to party walls. Mr. Henry said yesterday that he had about decided to build an office building of at least six stories instead of a building for mercantile purposes. He had not finally decided, however, whether the structure is to be of concrete or brick, but he had decided to adhere to his first intention to use white enamel brick for exterior finish.

Contract has been let by Theodore B. Wilcox to the Northwest Bridge Works for the construction of the nine-story hotel building at the corner of Seventh and Stark streets, to be occupied as an annex to the Imperial Hotel. The building is to cost about $250,000 and is to be ready to turn over to the owner by July 1 of next year. It is to be of reinforced concrete.

Work is progressing favorably on interior finish of the Oregon Hotel Annex. Carpenters and metal workers are putting in frames and concrete floors and tiling will be started in a few days.

#### New Buildings Needed.

CHEHALIS, Wash., Oct. 9.—(Special.)—The Chehalis schools are overcrowded and the Board must of necessity find larger quarters before another year. The Board will present a proposition to the City Council at its next regular meeting to sell the city the present high school property for City Hall purposes. With the proceeds of this sale and the added funds that could be secured from voting added school bonds the Board would plan to buy two sites, one for a high school, the other for a grade school building. Both proposals would have to be ratified by the voters at special elections.

#### STEAMER INTELLIGENCE.

**Due to Arrive.**

| Name. | From. | Date. |
|---|---|---|
| Breakwater.. | Coos Bay..... | Oct. 11 |
| State of Cal. | San Francisco. | Oct. 12 |
| Geo. W. Elder | San Pedro..... | Oct. 13 |
| Alliance..... | Coos Bay..... | Oct. 15 |
| Rose City.... | San Francisco. | Oct. 19 |
| Roanoke..... | Los Angeles... | Oct. 19 |
| Nicomedia.... | Hongkong..... | Oct. 24 |
| Alesia..... | Hongkong..... | Nov. 1 |
| Numantia.... | Hongkong..... | Dec. 1 |

**Scheduled to Depart.**

| Name. | For. | Date. |
|---|---|---|
| Breakwater.. | Coos Bay..... | Oct. 14 |
| Geo. W. Elder | San Pedro..... | Oct. 15 |
| State of Cal.. | San Francisco. | Oct. 16 |
| Alliance..... | Coos Bay..... | Oct. 17 |
| Roanoke..... | Los Angeles... | Oct. 22 |
| Rose City.... | San Francisco. | Oct. 23 |
| Alesia..... | Hongkong..... | Nov. 22 |
| Numantia.... | Hongkong..... | Dec. 10 |

**Entered Saturday.**

Eureka, Am. steamship (Noren), with general cargo, from Eureka and Coos Bay.

**Cleared Saturday.**

Eureka, Am. steamship (Noren), with general cargo, for Eureka and Coos Bay.

Alliance, Am. steamship (Olson), with general cargo, for Coos Bay.

Northland, Am. steamship (Erickson, with 860,000 feet of lumber for San Francisco.

Cornil Bart, Fr. bark (Cavelan), with 112,000 bushels of wheat, valued at $101,000, for Queenstown or Falmouth for orders.

# ONE HOME IS OPEN

## Mrs. M. L. Woodcock Willing to Be Sister's Keeper.

## PROTECTION FOR FALLEN

### Kindly Old Woman Says She Has Rooms to Spare for Sisters of Shame and Old Musket to Guard Them From Men.

Of the thousands of women in the big city of Portland the homes and doors of but a single one have been thrown open to their unfortunate sisters of the suppressed Whitechapel district. The solitary exception is Mrs. M. L. Woodcock, 408 East Pine street, "Rosenfeld's" friend, whose excessive patriotism and political fervor have failed to chill a heart strangely generous and sympathetic.

"I have two spare rooms and my front room which I would be glad to offer these women," she said, "for are we not sisters? Somebody once asked if he was his brother's keeper, and I know he was a man, for nobody but a man would ask such a thing. I am my sister's keeper if no one else will take the job.

"Yes, I am able to accommodate several of them, and besides my two spare rooms and my front room I have a tent which I could put up in the yard and many more of them could live there. I don't know whether my neighbors would like it or not, for I have thought nothing about that side of the case. But I don't care, for what my neighbors think never bothers me in the least."

#### Only Home Thrown Open.

Thousands of generous women of the city have contributed funds and expressed a desire to help the unfortunates in any way possible. But so far as is known, Mrs. Woodcock is the only one who has made the offer of her home to accommodate these women.

In addition to providing for them in their period of adversity, Mrs. Woodcock further agrees to protect them. She has an old musket hanging above the fireplace, she says, and she boasts proficiency in its use. Any men who come around will receive prompt attention with its aid, she promises, and if she has a preference as a target it is married men.

"I have thought this matter out carefully," she said, "and I think it is wrong for women to be too severe and down on the unfortunates. If they only knew what their husbands and sons were guilty of and how these women are not nearly so much to blame as it is made out, they would not look down upon them as they do.

#### Old Musket Will Protect Them.

"If these women come to my home, they will receive a cordial welcome. I am the only woman in Portland who ever invited the girls at the Florence Crittenton home to visit me, and I enjoyed their coming and know they enjoyed it too. I will take care of any of them who come to my home and quite a number will be able to find accommodations.

"I don't despise these women; I feel sorry for them and would like to help them. But there is one thing I do despise and that is a married man who helps them conduct their traffic. I will promise there women when they come to my home that I will protect them, and if any married man, or others for that matter, come around that old musket of mine is in good working order."

#### Pittelkau Gets Deed.

In rendering his decision in the case involving the question of an alteration over a deed from Graves & Co. to E. R. Pittelkau, Judge Morrow said that the alteration was undoubtedly made before delivery, as Pittelkau contended, and evidently was made because Graves & Co. objected to giving a general warranty deed, which was the form in which the deed was first drawn. The judge further stated that the alteration made did not make the deed more favorable to Pittelkau, but more favorable to Graves & Co., and in fact the mortgage referred to at the trial was paid by Pittelkau before he brought suit.

The decree to be entered will provide that if Graves & Co. do not execute to Pittelkau a deed in the exact form directed by the court the decree itself shall operate as a deed. This will save Graves & Co. the trouble of going before a notary and will give Mr. Pittelkau all he sued for without going to Graves & Co. for it. Mr. Bloom, attorney for Mr. Pittelkau, was directed to draw the findings in favor of the plaintiff.

New York City is consuming a glass and a half of beer now to each glass consumed four years ago.













Automobiles are making a greater demand on inventive genius in New York City than any other machine. It is estimated that more than a thousand men are actually working on improvements for them, besides those who are devoting simple thought to their betterment.

Brazil has received its first batch of Japanese immigrants—781—under the arrangement concluded about nine months ago between the Japanese and Brazilian governments. Within two days all were at work on the coffee plantations. Other shiploads will arrive regularly.