

# SUPPLE TO BUILD FINE DOCK

Will Be Located at Upper Part of Shipyards — Preparatory Work Under Way.

## FOR USE PRINCIPALLY IN SHIPBUILDING WORK

Dock Will Extend Out Flush With Harbor Line and Will Have Frontage of Two Hundred Sixty Feet—Thirty Feet of Water Alongside.

Preparatory to building one of the finest docks on the east side of the river, Joseph Supply began yesterday afternoon clearing away the debris from the upper part of its shipyard, which has been chosen as the site for the new structure. It will have a water frontage of 250 feet and extend out into the river for a distance of 100 feet. At the lowest stage of the river, the water will be about 30 feet deep alongside of the dock.

The wharf will be used principally as a place at which shipbuilding can be conducted on a more extensive scale than is now possible. In many instances it has been found that results could have been repaired easily without the necessity of pulling them out on the ways if the proper facilities had been provided. It is the intention to make adequate arrangements for overhauling work of this nature just as soon as the dock has been built. A contract was let yesterday for 500 piles. These timbers will be at the site, it is believed, by the latter part of next week. The shipbuilding and repair work will be the main uses to which the dock will be put. It is the intention to have it so arranged that freight can be stored on it in the event that storage should be required for that purpose.

A driveway from the foot of Water street, and extending down Yamhill and on through the full width of the dock will also be built by Mr. Supply. This will be done in order to make it easy of access to the fire department. A place will also always be kept vacant facing the river to make it possible for the fireboat to secure berth there.

It is said that this will be about the only point on the east side of the river which the fireboat will be able to reach with ease. A large number of shacks are standing in the vicinity of the proposed dock at present and the work of removing them was started yesterday afternoon. Some of them were torn down by means of cables operated by the steam engine used at the shipyards. The numerous houseboats moored in the vicinity will be shifted to some other locality. The bulk of the work of the dock will be built out flush to the harbor line. The ways will still remain at the lower part of the yards as at present. It is the intention, however, to deepen the channel leading to them materially.

## REGULATOR'S ENGINES.

Machinery of Burned Vessel Will be Placed in New River Boat.

Several different river men are negotiating for the purchase of the machinery which was in the steamer Regulator, recently destroyed by fire at St. Albans. The engine and boiler are said to be in good condition. M. Talbot, general manager for the Regulator line, says the outfit will undoubtedly be sold. The successful bidder, it is understood, will install the machinery in a new boat which will be built for service on the Willamette and Columbia rivers.

There never has been a season which looked so promising to the steambot men," says Mr. Talbot, "as the coming summer and fall. I have received many inquiries of late from eastern people who state that they are contemplating a trip to the coast this spring and they want literature descriptive of the country forwarded them. The tourist rates will be fixed by the railroad companies at the same low figures as during the fair last year. Consequently there is bound to be a big travel to Oregon and Washington. The tourist traffic, together with the increased business which will be secured by reason of the new railroad being built down

## PILES

Cured After 50 Years. We Can Cure Piles and Prove It.

Sample Package Free by Mail, So That You Can Prove It on Yourself—No Surgery.

Piles (or hemorrhoids) rarely kill, but they cause more exquisite agony in a few minutes than much more serious troubles. This is especially true in the case of those who are over 50 or slightly constipated. It means the certain renewal of the agony every morning. It is inevitable and unavoidable. Piles can now be quickly and perfectly cured, without pain, cutting or detention from business or occupation. It has already been demonstrated in thousands of cases, in both sexes, at all ages and in the very worst as well as the ordinary ones.

We propose to let you try it yourself. You have probably been bitterly disappointed by many so-called Pile Cures.

This is why we want you to try our remedy before you pay a penny for it. Then you will know certainly and absolutely, whether it will do for you what it has done for so many others. We are for sale in every drug store because people must have it.

No one who has not suffered the tortments of itching, painful or bloody piles can appreciate, for one moment, the marvelous sense of relief that follows the use of the Pyramid Pile Cure. You can go to the toilet without dread or fear, you can cure yourself at home without the slightest trouble, inconvenience or difficulty.

Follow a few easy and simple directions and get well and stay well. Go to your druggist or once and buy a box of Pyramid Pile Cure for 50 cents.

Here, for instance, is a sample of the kind of letters we get every day and we don't have to ask for them:

"Friends, I write to tell what good your Pyramid Pile Cure has done for me. I used your sample, and it did me so much good I went and got two boxes. And I used one and I am another man altogether. I have no pain, no piles, and I have been troubled with them for over 50 years, and could find no relief till now, thanks to your timely cure. Use my name if it will do you any good. Isaac Smith, Wharton, New York."

the north bank of the Columbia river, will make steamboating far more prosperous than during the fair year.

If the Charles H. Spencer goes in service tomorrow as has been planned there will be three steamers plying between Portland and The Dalles. The others being the Dallas City and Hattie Gaiser. It is supposed that the Telephone will also be soon placed on the same route. The Capital City will be on the same run in a couple of weeks.

## AFTER ALASKA TRADE.

Seattle Preparing to Send Solicitors to Portland and Adding Vessels.

Seattle is making preparations to send solicitors into Portland to solicit trade for the Alaska steamship line which are operating from that port. That the traffic is expected to be far greater this season than usual is shown by the fact that the Northwestern Steamship company has just purchased three large vessels to add to its already good-sized fleet. These are the Orizaba, 2,224 tons; Yucatan, 2,317 tons; and Saratoga, 1,973 tons. The vessels are on the Atlantic coast, but will be brought around as soon as possible. With these in service and others which have been recently purchased by the sound companies, nearly twice the number of steamers will be on the Alaskan route from Seattle this year than ever before.

F. P. Baumgartner is local agent of the Northwestern Steamship company and will solicit passengers for the line. Until now he has refrained from making any effort to get passengers for his company, explaining that he had expected a line to be started from Portland. But he has abandoned hope of that ever being brought about. Should a line eventually be started from Portland he says this he would devote his energies toward making it a success.

## LIGHT AND BUOY LIST

Changes Affecting Pacific Coast Marine Guides Announced by Inspector.

The following affects the list of lights, buoys and daymarks, Pacific coast:

Seacoast of Oregon—Coquille buoy, a red, first class nun, marked "Coquille" in black, reported adrift March 12, will be replaced as soon as practicable.

Columbia river—Chamnet east side buoy, No. 4, a red, first class spar, found missing February, was replaced this same day.

Willapa bay—entrance—Sand island northeast end buoy, No. 6, a red, first class nun, reported adrift, March 5, will be replaced as soon as practicable.

Admiralty inlet—Colvos rocks buoy, No. 2, a red, second class nun, reported out of position, March 15, will be replaced as soon as practicable.

Tala Point buoy—No. 1, a black, first class spar, reported adrift, March 15, will be replaced as soon as practicable.

Saralaga passage—Oak harbor channel buoy, No. 1, a black, second class spar, heretofore reported adrift, was replaced March 16.

By Order of the Lighthouse Board. B. J. WELLS, Light House Inspector.

## TO FIGHT GOVERNMENT.

Port of Portland Commission Claims Uncle Sam Cannot Sue Municipality.

Indications point to an interesting fight between the Port of Portland and the United States government over the suit which was filed by the lighthouse department to recover \$15,000 for sinking of the tender Manzanita, near Westport, several months ago, by the dredge Columbia. Members of the Port of Portland take the ground that the government cannot sue a municipality for damages.

When the suit was filed, a United States marshal was delegated to board the dredge and remain on her until the case had been brought to trial. The Columbia is permitted to be operated. She is at work deepening the channel in front of the Albina dock and will probably remain there for a number of days. By the time that this dredging has been completed, it is supposed that the case will have come up for hearing in the federal court.

## ALONG THE WATERFRONT.

Contractor Tiljotson was denied the privilege yesterday of dumping into the river old planking torn from the steel bridge. He made application to Harbor-master Ben Egin to thus dispose of the waste material taken from the bridge.

The schooner Crescent moved from the drydock yesterday afternoon to Truman, Poulsen & Co.'s mill, where she will be supplied with a cargo of lumber for Shanghai.

Early this morning the French bark Crillon will reach Portland after a passage of more than 14 months from Antwerp. While en route she was disabled in a storm and forced to put into Valparaiso for repairs. Her captain also went insane and the ship had to be held there until another skipper arrived from France to take charge of her. The Crillon is bringing about 20,000 barrels of cement consigned to Ballard, Guthrie & Co.

Laden with 150,000 feet of lumber the steamer Johan Poulsen left down last night bound for San Francisco.

Although she cleared at the custom house nearly two weeks ago the steamer Redondo did not well for San Francisco until yesterday afternoon. After starting out on the trip immediately after having cleared she ran on the government dock opposite St. Helens and was forced to return to Portland. Her cargo was discharged and the craft repaired. The work of reloading it was only completed yesterday morning.

The British steamship Aynarth moved from the Eastern and Western to the North Pacific mill yesterday afternoon to complete her lumber cargo for Port Pirie, Australia.

Another derrick scow and a barge for handling machinery will be built at the Supply yards for use at the bridge which the Northern Pacific is building across the Columbia river.

## MARINE NOTES.

Astoria, March 17.—Condition of the bar, 8.50, smooth, wind southwest, weather cloudy. Left at 6:30 a. m. French bark Crillon; arrived and left at 5 a. m., steamer Daisy Mitchell from San Francisco.

San Francisco, March 17.—Sailed, barkentine Cleaver, for Portland; sailed steamer Argyle, for Portland by way of Port Harford.

# VALLEY OPTIMISTIC

Rogue River Orchardists Believe Cold Wave Has Done but Little Harm.

## EUREKA FLAT WHEAT CROP BADLY DAMAGED

Discouraging Reports From Eastern Washington and Cold Springs Country and Much Reseeding to Be Done.

(Special Dispatch to The Journal.) Modford, Or., March 17.—The consensus of opinion among orchard men is that there has not been so much damage to fruit interests in the Rogue river valley as was at first thought by frost. It is now conceded there will be a good setting of pears of all varieties, winter apples were not hurt and a full crop of prunes is assured. Even peaches show some live buds and cherries will be a half crop. Almonds and apricots are, however, done for. Chilly weather continues and some ice is made every night with a cold wind from the north most of the time and a good deal of snow in the mountains. Grain does not appear to have been injured by the freeze, as what alfalfa is sown had not sprouted prior to the cold snap, so the damage outside of early fruits will be light.

Snow in the adjoining mountains adds to the usual risk of late frosts, but a few days trade wind from the southwest will lessen the danger. In Spiltenberg and Newtown apples, from which the principal income of the valley is derived in the fruit line, the prospect is for a great crop, the largest ever recorded in this section.

There are great numbers of home-seekers coming into the Rogue river valley on every train and most of them were attracted to this portion of Oregon by the magnificent showing made in the fruit line at the Lewis and Clark fair last summer. It will be remembered that Jackson county took more medals at the exposition than any other county in the state.

## WHEAT SUFFERS MUCH.

Thousands of Acres on Eureka Flat Must Be Reseeded.

(Special Dispatch to The Journal.) Walla Walla, Wash., March 17.—The most discouraging reports still continue to come in from the Eureka flat belt, where the principal damage to growing crops has been done by the recent cold snap. George Drumheller, the biggest farmer in the county, arrived in town today and said that he had attempted to begin reseeding 2,500 acres on the flat as soon as the weather permits. Drumheller's loss is placed at \$10,000. All fields sloping to the north have been damaged severely, but the loss cannot be estimated anyway accurately until the snow disappears.

Farmers, however, anticipating that they will be compelled to reseed, are buying up seed and wheat has jumped to 45 and 70 cents in consequence.

## TO RESOW FROZEN WHEAT.

Gold Springs Farmers to Replace Damaged Seed at Once.

(Special Dispatch to The Journal.) Pendleton, Or., March 17.—Reports from the Gold Springs country, which lies 15 to 18 miles west of Pendleton, and other sections along the W. & C. R. railroad, are that farmers will have to resow much wheat which has been frozen out in the recent cold weather, as there is very little snow in that section to cover the grain in a large section of new light land. This will mean a large loss to wheatgrowers in that district.

## BIG LOSS OF SHEEP.

Boise Valley and Malheur Sheepmen Loss Heavily.

(Special Dispatch to The Journal.) Boise, Idaho, March 17.—Reports from the range country are to the effect that the recent storm in eastern Idaho caused much loss of stock. One man owning 12,000 head of sheep admits his loss will be 30 per cent and says that other flock-owners will lose 50 per cent of their flocks. All sheep that had been sheared have died from cold and starvation. Twenty-two dollars a ton is being paid for hay in the Boise valley where two weeks ago it was selling for 18. Snow has remained on the ground for seven days and it is impossible to get sheep to feed or haul hay to the feeding ground.

In Malheur country it is said that dead carcasses of sheep strew the ground, giving the appearance of small heaps of snow. No estimate of the loss can be made until warm weather comes and new tallies are made.

## BOY CAUGHT IN WHEEL AND LEG IS BROKEN

(Special Dispatch to The Journal.) Salem, Or., March 17.—Earl Hendrick, the 8-year-old son of Mrs. Jennie Hendrick, who keeps a restaurant on Court street, had his leg broken yesterday afternoon between the knee and thigh joints. It seems that he was caught in the wheels of a buggy driven by G. M. Griley, who was passing by the new High School building. Griley was attracted by the child's screams and stopped his horse immediately and the little fellow was released. The boy is at the Samaritan hospital under the care of Dr. Carlton Smith and Dr. Leo Steiner.

## Lynch Family Disagrees.

(Special Dispatch to The Journal.) Pendleton, Or., March 17.—Nettie C. Lynch has filed a complaint for divorce from Patrick W. Lynch. The parties were married at North Yakima, in Washington, on March 9, 1903. The plaintiff alleges desertion. Peter West is attorney for the plaintiff.

## Doctors Are Puzzled.

The remarkable recovery of Kenneth McIver of Vanceboro, Me., is the subject of much interest to the medical fraternity and a wide circle of friends. He says of his case: "Owing to severe inflammation of the throat and congestion of the lungs, three doctors gave me up to die, when, as a last resort, I was induced to try Dr. King's New Discovery, and I am happy to say it saved my life. Cures the worst Coughs and Colds, Bronchitis, Consumption, Weak Lungs, Hoarseness and La Grippe. Guaranteed at S. G. Skidmore & Co., drug store. 50c and \$1.00. Trial bottle free."

## Foster & Kleiser Signs.

(Special Dispatch to The Journal.) Astoria, March 17.—Arrived down at 6 o'clock, British steamship Ilford.

## Some Women are so fond of change that they never wear the same complexion twice.



# MANY NEW EFFECTS

— IN THE —

## SPRING CARPET PATTERNS

Our Carpet Department announces the arrival of the spring line of Carpets and Rugs in the various weaves. In these Floor Coverings the best efforts of the different manufacturers have been applied, the many new and novel design effects being enriched with appropriate colorings. Many of these patterns are exclusive, owing to the fact that we made our selections earlier in the season than usual. The Axminsters especially show many distinct changes from their usual style of design. The new verdure patterns are both rich and pleasing, and promise to become most popular. The floral effects are much softer in color, and the designs less prominent, thus making a rich and pleasing combination. Our line of Ingrains is so extensive in the assortment of patterns as to offer every opportunity for selection.

### WILTONS AXMINSTERS VELVETS BRUSSELS INGRAINS

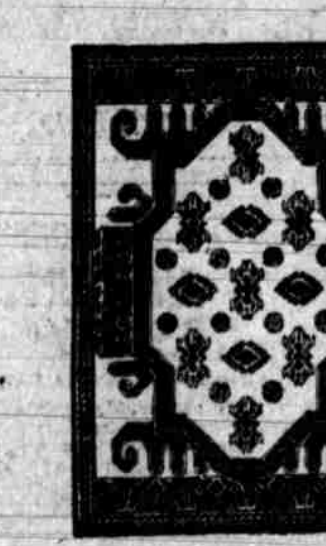
## PRINTED AND INLAID LINOLEUMS

Splendid are the results which are achieved in the manufacture of both printed and inlaid linoleums. The patterns in wood effects of the latter have been brought to such a degree of perfect reproduction that only with the closest scrutiny can these be detected from the genuine wood, and the quality of the composition is such that its durability is equally as good. Many of our linoleums are direct importations from the best English and German factories. Our line of printed patterns is of the highest quality. In both inlaid and printed linoleums our line comprises several different grades.

## HODGES FIBER CARPETS AND RUGS

The history of Fiber Carpets goes back only a few years. "Hodges" were the original—the first Fiber Carpets—made up in Boston. So remarkable and immediate was their success and so well appreciated that many imitations came into the field. The popularity of Hodges is today stronger than ever—their design and weave are distinctly "Hodges". Being soft, pliable and durable, these Carpets and Rugs are a most economical floor covering, and the many beautiful designs adapt themselves for use in every place in the home.

The "Hodges" floor coverings are made in two ways—half wool and half fiber and all fiber. The Art Squares and Rugs are made up in the many desirable sizes. "Priscilla" and "Meadow" are the names of two new and effective Rug weaves which have recently been put forth by the "Hodge" factory. We have just received and are now displaying the largest showing of these floor coverings which it has ever been our pleasure to show. All Carpets and Rugs bearing the mark "Hof" (Hodges Fiber) are the most reliable and original fiber carpets and rug.



## CUSTOM SHADES


Years of experience have brought our shade department to a high degree of efficiency. In the makeup of our shades we use the best oil opaque cloth and linen and the famous "Hartshorn" rollers. Our shades are hung in the most satisfactory manner.

## CURTAIN STRETCHERS

An indispensable article in any home. This patent stretcher is so constructed that it can be adjusted to hold curtains of any size and design. Can also be taken apart and folded in a few minutes. The most reliable of all Curtain Stretchers.

## Bissell's Carpet Sweepers

Are mechanically perfect, requiring little or no effort to operate, and do their work in a truly convincing manner. No home should be without one, saves both carpet and labor. We carry the full Bissell line.



# TULL & GIBBS

OLD ENGLISH FLOOR WAX

## COMPLETE HOUSE FURNISHERS

YOUR CREDIT IS GOOD

LIN-O-LAC THE BEST