

ENFORCE RULES RIGIDLY

Port of Portland Grants No Drydock Rebates Without an Agreement.

NEW ORDER MADE AT BOARD MEETING

Commissioners Adopt Plan Suggested by Consulting Engineer for Installation of Driftwood Trap on Cutter of Dredge Portland.

Henceforth a strict understanding will be arrived at between the superintendent of the Port of Portland drydock and shipmasters when they apply for the use of the dock. The masters will be handed a book of rules and charges and its provisions will have to be lived up to excepting in cases otherwise agreed upon.

A conclusion to this effect followed a petition from the master of the American ship Acme for a reduction in the dockage bill incurred a few days ago. The petition came before the regular meeting of the Port of Portland commission yesterday afternoon and was denied since it appeared that the dock had been on the dock no longer than apparently necessary for the completion of the needed repairs. The Acme is one of the largest sailing vessels afloat in the world and she came here after a most trying voyage from the Orient. The surveyor, ordering and painting and she occupied the dock three days, including a Sunday. There appeared to be some misunderstanding between the rules of the dock which prompted the skipper and his contractor to protest against the bill presented. Several petitions of similar character have been filed with the commission before and in order to avoid it in the future the members of the commission suggest that every prospective customer be handed a copy of the rules and asked to read them before having the vessel docked. Superintendent McGlashan stated that oftentimes the shipmasters are misled by information furnished by bidders on work, who when possible quote the lowest possible figures for the use of the dock.

Superintendent Groves reported that the dredge Columbia is again in working order, although repairs made since she was in collision with the French bark Marthe Roux are only of a temporary nature. The superintendent reported, however, that the damages were not very serious. Upon recommendation of Consulting Engineer B. C. Lockwood, the board decided to have a driftwood trap built for the dredge Portland. Engineer Lockwood showed plans of a trap which he believes would be the most efficient and least expensive trap of its kind ever built. A great deal of time has been lost in the past by having to clean the dredge of driftwood and pieces of lumber which are intended to overcome this delay to a great extent.

It was discovered that the dredges have been ordered to remain idle several days recently owing to inability to get wood and the board decided to charge the actual cost of the wood. The Yoysey Fuel company because of its failure to deliver the wood in accordance with its contract. It was explained that Mr. Sanfield had done his best to furnish the fuel but that he had failed owing to the temporary closure of the mills furnishing it. The members of the board except P. L. Willis were present.

MAKING CRAFT SAFER.

Bulkheads to Extend Through Entire Depth of Rose City.

The new Harriman liner Rose City will be equipped with water tight bulkheads, reaching all the way from the bottom to the upper deck, instead of to the between decks only. This was decided on only a few days ago, and hence it will delay her first voyage until about the 20th of this month. The Rose City is to ply between Portland and San Francisco.

The steamship Columbia, which was lost last summer in a collision with the steamer Senator near Portland, bulkheads extending from the bottom to between decks only, and it was argued that a great number of passengers could have been saved had the big liner been equipped with the larger bulkheads, as she would have remained afloat longer and the San Pedro gained into her bow by the San Pedro.

DECEMBER TRANSACTIONS.

Collector of Customs Issues Monthly Summary Statement.

The collector of customs' summary for the month of December confirms the heretofore printed reports giving the month of December last credit for having been the banner month in point of exports in the history of this port.

NO COCAINE—NO GAS NO STUDENTS

THE OLD RELIABLE CHICAGO DENTISTS

Our success is due to uniform high-grade work at reasonable prices.

Nervous People

And those afflicted with heart weakness can now have their teeth extracted, filled and brickedwork applied without the least pain.

FAINLESS EXTRACTION \$ 5.00
22 KARAT CROWNS 5.00
BRIDGE WORK 5.00
OUR BEST RUBBER PLATE..... 8.00

TEETH WITHOUT PAIN

IS THE GREATEST ADVANCEMENT IN modern dentistry and has been most successful of all methods.

We own and control the largest and best equipped dental establishment in the world, having just opened an office in Astoria, making us 18 offices all told. All work for 15 years.

Open evenings till 8. Sunday 9 to 1.

CHILD DROWNS IN SHALLOW POOL

Pendleton, Or., Jan. 10.—Forrest Eldridge, was drowned last evening in a shallow pool near his home.

His mother, Mrs. Eldridge, lives on the corner of 11th and 12th streets. She was seen by some boys.

CHICAGO PAINLESS DENTISTS

Remember you are in the right place.

AGENTS ARE EASTERNERS BUY OREGON FORESTS UP BISMARCK CAVE

Jerome's Hope

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Think Prices Will Advance in Few Years.

With Revolver—Other Robs the Till.

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Acres Purchased.

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Increase in Prices.

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Stickney Will Redeem Road

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St. Paul, Minn., Jan. 10.—If reports arriving from New York and London today can be relied upon the receivers of the Chicago Great Western railroad recently appointed will be ousted within a few days.

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