

MUST BE BETTER

Reform in Bar Pilotage Service.

LOADING NOT PERMITTED

Commissioners Take Hold Energetically.

THEY WILL RUN THE BOARD

Give the Pilots to Understand That Hereafter They Must Attend to Business—Poor Towage Service.

ASTORIA, Or., Aug. 31.—(Special.)—The Oregon Pilot Commission has given the bar pilots to understand that they must attend closely to business; that they must not mull over on shore and that they must keep a pilot schooner in service on the bar all the time.

Last Saturday the pilot schooner San Jose put back to Astoria three days before the appointed time. Tomorrow morning she will return. During all the interval from Saturday afternoon there has not been a pilot-boat off the mouth of the Columbia for the convenience of incoming vessels, although the bar has been as smooth as a pond all the while.

Pilot H. A. Mathews brought the San Jose inside. The commission may summon him to explain his action. Commissioners J. E. Campbell and George Noland demanded an explanation of him today. His response was not satisfactory to them.

"If I had seen him come in last Saturday," declared Mr. Noland today, "I would have made him go back, sure as the world."

"I saw him put in," remarked Captain Campbell. "I started after the schooner to ascertain why he came back, but when I got there he was gone and he kept out of my sight."

"The boat had no cause to come in so soon," said both commissioners together.

It has been customary for pilot schooners to return inside the first of every month. The alleged reason for so doing is to pay off the crew, to give all hands a day's respite on shore and to secure fresh provisions. But Captain Mathews came in two days before the regular time. He said that the smoothness of the bar gave him a better opportunity than he might have had if he had waited and that it is customary in the service to take up such an opportunity and that no crew can be kept on board without an occasional visit on shore.

Run Counter to Commission.

This episode marks the first time that the pilots or any of them have run counter to the new commissioners. Since the new commissioners took charge several months ago the pilots have been sounding their protest to ascertain if the depths and shoals have changed any since the old commission went out of office.

The new commissioners have heard some "real nice talk." It is reported on reliable authority that they have received many offers which they have spurned. It is evident from the tone of the remarks that if the pilots ever had a "swing" with a commission in Oregon or Washington or if there has ever been a "whack up" or the new board will tolerate nothing of the sort.

Captain Campbell and Mr. Noland would not respond today to questions about these sinister influences. Neither would they reveal whether they had heard any "nice talk."

"I won't stand for a graft," was the clearer remark of Mr. Noland, "and if I ever see a man at that business who may rely upon me to sell him in."

Harmony in the Board.

The two Astoria commissioners have been acting in accord with the third member of the board, Sylvester Farrell, of Portland, and they believe that there will be no lack of harmony between themselves and him. Heretofore the pilots have done much as they chose. But hereafter they will not be permitted to loiter on shore. They will be compelled to keep the San Jose or the Pullitzer off the river all the time. They will be required to submit monthly reports to the commission, as the law commands. This duty has been neglected in the past. From these reports the commissioners will learn what are the earnings of the seven pilots in the Oregon service. The three Washington pilots are beyond the control of the Oregon authorities, although the seven and the three are commissioners if they had opportunity would even fire the Oregon pilots from the tribute which they are reported to pay to the Washington side of the river. Such a release would be precarious, however, and it is not certain whether the Oregon pilots would desire it. On the Washington side are only three pilots, whereas there might be more and whereas the creation of more might be costly to Oregon interests. The bluff of the Washington pilots a year ago, who threatened to get a pilot-boat of their own, had important bearing on the number of Washington pilots, and may have endangered the close alliance between the seven and the three. Mind you, there's no tangible evidence of these alleged facts; they're invisible in the atmosphere, but you inhale them when you breathe.

Rounding Up Pilots.

And there is talk of rounding up the pilots in other ways than these. They may be required to explain their conduct to the commissioners when they indulge too freely in alcoholic stimulants. This information "leaked" from a friend of one of the commissioners, but when it was carried to Captain Campbell and Mr. Noland they declined to discuss it. "We have not authorized a statement of any such effect," said Mr. Noland. But when he was asked whether drunkenness of a pilot would constitute good cause for investigation and chastisement by the commission, he did not deny that it would. "But such a case has not come before us," he added, and we shall dispose of it when it reaches our notice, not before."

"The pilots don't have the excuse for bringing in the San Jose they might have had were the schooner unseaworthy or the weather tempestuous. The law ordains: "Said schooner (state pilot-boat) shall be kept cruising at all times outside of Columbia River bar with bar pilots on board, unless prevented by tempestuous weather." "We are determined to have a pilot-boat outside all the time," declared Mr. Noland. "But can you keep a crew off shore so long?" was asked. "Well, we can get extra men," he replied. "And we're going to know the reason why we can't have a boat continually in service."

Service Must Be Better.

"We are endeavoring to get the very best possible pilotage service," continued Mr. Noland, "and we will do our utmost to that end. And if we are able to clean up the cost of the service, we shall do that, too."

"We've got plenty of pilots to double our commerce," said Captain Campbell, "if they will keep moving. And we shall see that they keep moving."

"Captain Campbell is the president and active head of the commission. He is an old bar pilot, and knows what good service is," Mr. Noland remarked of him today. "But any of us," added Mr. Noland, "can see that pilots don't render good service by lying round Astoria."

The bar has not been entirely deserted of pilots, however. Sunday morning Pilot Leighton, of Washington, went out in the O. R. & N. tug Wallula. This morning Pilot Woods, of Washington, went out on the same tug. Tomorrow morning Pilots Leighton, Anderson and Staples will go out in the San Jose. The O. R. & N. is very lenient toward the boats, and allows them the use of its boats for 10 per cent of their gross earnings.

Bright and Early Captain Campbell started out to hustle a pilot-boat off to the bar. He found that he was unable to do anything except wait for tomorrow. The San Jose had come in Saturday evening, could not be promised Sunday, and consequently had to wait until tomorrow. Campbell hung around the office of the bar pilots until about 6:30 o'clock, whereupon Pilot Woods put in an appearance ready to go off on the Wallula. Half an hour later Pilot Mathews hove in sight.

"Good morning," responded the pilot, stiffly.

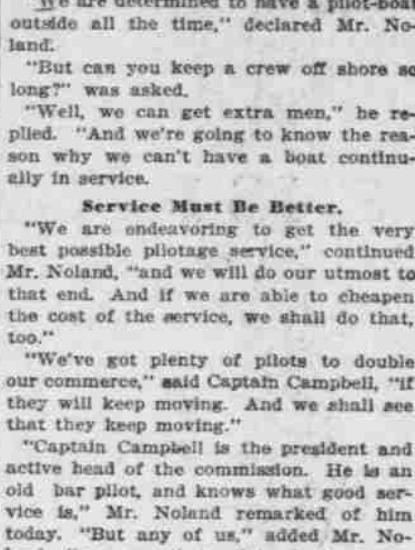
"You came in with the San Jose the other day," ventured Captain Campbell.

"Yes," responded the other gruffly, and proceeded to explain in no close a string of words that Captain Campbell couldn't get into in edgewise. The latter seemed a little cowed by the outburst. He cut short the debate by reverting to the fact that Mathews had brought in the San Jose last Saturday, and no pilot-boat had been out since.

CHOSEN SECRETARY TO DIRECTOR-GENERAL OF LEWIS AND CLARK FAIR

Director-General H. W. Good, of the Lewis and Clark Exposition, yesterday announced the appointment of D. C. Freeman as his secretary. Mr. Freeman will assume his duties at once and will have charge of much of the detail work of the director-general's office. The appointment came unlooked for by Mr. Freeman, who has been in charge of the public relations of the exposition since the summer of 1929.

Under Colonel H. D. Douch at the Oregon exhibit at the Omaha Trans-Mississippi Exposition, Mr. Freeman had charge of the public relations at the same time writing a series of articles for the newspapers for the Northwest, which stimulated great interest in Exposition affairs. Later Mr. Freeman became connected with the press and publicity bureau of the Omaha Exposition under Mr. Edward Hooper. During the recent campaign of the Lewis and Clark Fair directors for Legislative appropriations, he was one of the special commissioners chosen, and his visits to Nevada, Arizona, New Mexico and Southern California were notably successful in arousing interest in the 1933 Fair, as well as preparing the way for complete exhibits. Mr. Freeman has been on the Pacific Coast for 11 years, and during the greater part of that time has been a member of the editorial staff of the Evening Telegram.



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Some of the buildings injured or destroyed were insured.

Individual losses on stocks are as follows: E. E. White, second-hand goods, \$190; insured; J. K. Berry, bicycle goods, \$100; no insurance; the Misses Johnson, millinery, \$150; insured; Miss C. Gould, millinery, uninsured; E. J. Dunn, grocery and commission store, \$500; insured; removals from private residences, \$50.

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Principal, sales of tide land, 23.35

Interest, payments on certificates, 4,702.21

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