PUGET SOUND MEN

Drydock Charges Advanced With View of Mulcting Owners of the Beechley.

PORTLAND GETS

Differential in Docking Rates Amounted to \$14,000-Advance 10 Cents Ton for Each Lay Day-Owners Save Money.

By adhering strictly to legitimate methods for securing business and abiding by the published scale for drydock charges, Portland has succeeded in winning the recognition it deserves in the maritime world. Owners of the British steamship

recognition it deserves in the maritime world. Owners of the British steamship Beechley have effected a saving of upwards of \$14,000 by sending that vessel to Portland for repairs, the difference in drydock charges being responsible.

David Rodgers, representing Johnson & Higgins, agents for the owners of the wrecked British steamship Beechley, arrived in Portland yesterday and will look after the repairs to the craft. In an interview Mr. Rodgers gave some interesting data in regard to the manner in which affairs are conducted on Puget Sound and principally in connection with wrecking jobs. Mr. Rodgers is well versed in steamship affairs. He was superintendent of the Bremerton yards for six years and only recently left the employ of Moran Brothers, in Seattle, Mr. Rodgers said:

"Puget Sound firms formed a combine with the intent to gouge the owners of the Beechley on the repair work. Before bids were tendered the dock rates were advanced from 5 cents to 15 cents a ton, all firms standing in, and a working day limit of 16 hours placed on the contractor securing the job. This would have made the dock days run in excess of six weeks, Not only American firms were in the deal, but representatives of the dock at Esquimalt were also in, and the bids ran from \$25,000 to \$45,000.

"Al Kelly, representing the Puget Sound Sulpbuilding Company, was outside the

Esquimalt were also in, and the bids ran from \$19,000 to \$45,000.

"Al Kelly, representing the Puget Sound Shipbufiding Company, was outside the dock combine and he communicated with the Port of Portland before sending in a hid. The difference was approximately \$14,000, and he placed a bid for the repairs at \$24,800. Puget Sound firms figured 40 days time for the work. At the rate charged it would mean \$762.20 for the first day and \$571.65 for each lay day. The charges on the Portland dock are \$300 a day flat rate. In addition the appliances for delivering material are better here than on Puget Sound.

"At first the owners were adverse to awarding the contract to Kelly. The surveyors had forwarded the information to the owners that repairs would cost \$30,000. Kelly's bid was below that by a round sum. I was ordered to Portland to inspect the dock. I will confess that I was prejudiced against the Portland dock owing to stories set afloat in Scattle regarding the condition of the plant. After a thorough examination I wired my firm. No better dock on the Coast beside Hunter's Point."

On Puger Sound the drydocks are at inaccessible places and contractors are forced to supply employes with meals. On a job like the Beechley this item.

inaccessible places and contractors are forced to supply employes with meals. On a job like the Beechley this item would run in excess of \$5000. The le-hour plan also worked a hardship on the contractors. In the Portland dock they are at liberty to work 24 hours and it is estimated that the work will be completed in less than 30 days.

It is interesting to note that by adding the difference in the drydock charges

it is interesting to hote that by accing the difference in the drydock charges
to the bid of Mr. Kelly the total will be
approximately the same as the bids received from the Seattle and Victoria
firms for the work.

Mr. Rodgers is very specific in his
statements regarding the action of the

statements regarding the action of the Sound men. "It was a cold-blooded deal and the object was to rob the owners of the Beechley. Kelly was too smart for them. I had a bid in and I must ad-mit that Kelly had it all over me."

Marine Notes of Scattle.

SEATTLE, Sept. 18.-Steamer Aki Maru SEATTLE, Sept. 18.—Steamer Aki Maru arrived in this evening with a fair cargo, including a valuable shipment of silk and tea. Steamer Humboldt arrived from Skagway via ports with 7,000 cases of fish and 126 passengers. German steamer Assuan returned from Tacoma tonight for additional cargo. Schooner A. F. Coats towed up from Townsend to receive a cleaning at Moran yards.

Steamer Northwestern returned from Nome with 125 passengers, the largest number yet coming out for the season; \$150,000 in bulllon, \$10,000 in furs and the body of Dr. Cabell Whitehead, who recently died in Nome. Steamer Yucatan sailed this morning for Valdez via ports. German ship Carl towed to sea this morn-

German ship Carl towed to sea this morning with the first cargo of wheat of the

Steamer Bertha is due in at 9 a. m. tomorrow from Valdez, via ports. Steamer Buckman shifted to Tacoma this evening. Steamer Governor returned this afternoon after carrying an excursion party of traveling passenger agents down sound. British steamer Bellephon, after loading flour and salmon, shifts to Tacoma to-

Dredge Oregon Goes South.

In tow of the steamer G. H. Mendell, the Government dredge Oregon, destined for service on Coos Bay, left down yesterday. At Astoria she will be taken in charge by a tug sent North from Coos Bay and taken South. It was originally intended that the dredge be towed south by the steamship Breakwater, but Major McIndoe objected to a passenger steamer taking the risk.

The Oregon was built by the Govern-

The Oregon was built by the Govern-ment for service on Coast ports. No money was appropriated for operation and the residents of Coos Bay made up a fund for that purpose

Captain Anderson Relieved.

Captain Edward Anderson, of the gaso-line sloop Condor, has been relieved of his command by the superintendent of the company. Captain Anderson placed the company. Captain Anderson placed the ship on the ways at St. John and was immediately notified that the ship would be tied up. On the last voyage South the craft spring a leak and it was only after constant work at the pumps for 24 hours that the boat was drifted into Yaquina Bay. Anderson was accused of hitting the craft on a bar.

Hazel Dollar at Victoria.

ViCTORIA, B. C., Sept. 18.—Steamer Hazel Dollar put in here this morning from Nanaimo to ship a chief engineer, owing to Chief Engineer Wilbur of San Prancisco being incapacitated by falling between the steamer and dock, breaking his log when the slip was bunkering. He was left at Nanaimo for medical treatment.

Marine Notes.

The British bark Andorinha left down The German ship Henriette arrived u

The steamship Alliance, from Coos Bay with passengers and freight, arrived up it midnight last night. The steamship Breakwater sailed for loos Bay last evening with a large list f passengers and 400 tons of freight.

Arrivals and Departures.

PORTLAND. Sept. 16.—Arrived—German ship Henriette from Guyaquill. Sailed—Steamship Breakwater for Coose Bay: British bark Andorinha for the United Kingdom.
Astoria, Sept. 16.—Condition of the bar at 5 P. M.—Smooth, wind northwest. 44 miles, weather clear. Arrived at 12 noon.—Steamer House from Arrived at 12 noon.—Steamer House from Sailed and Arrived at 1.40 P. M.—British steamer Boyeric for China by way of Poper Science.

STEAMER INTELLIGENCE,

Due to Arrive. Name From Data
Numantia. Hongkong in port
State of Cal. San Francisco. In port
Geo W. Eldersan Pedro in port
Alliance Coos Bay Sept 20
Broac City San Francisco. Sept 21
Roanoke Los Angeles Sept 22
Roanoke Hongkong Sept 2
Arabia Hongkong Nov 1

Scheduled to Depart.

Name For Data
Geo W ElderSan Pedro Sept. 17
State of Cal San Francisco Sept. 19
Alliance Coos Bay Sept. 18
Numantia Hongkong Sept. 23
Heannoke Los Angeles Sept. 23
Honnoke Los Angeles Sept. 24
Alesia Hongkong Nov. 22

Entered Wednesday. with ballast from Guyaguill. State of California, American steam-ship, (Nopander) with general cargo from San Francisco.

(Erickson) with general cargo from San

Cleared Wednesday, " State of California, American steam-

San Francisco.

steamer Daisy Mitchell, Grays Harbor; steamer Coronado, Grays Harbor, barkentine Fremont, Eagle Harbor, sloop Tacoma, Naknek, Sailed Steamer J. Marhoffer, Grays Harbor, Yokohama, Sept. 16.—Arrived prior to September 16.—Manchuris, San Francisco, Honolulu, for Hongkong; Minnesota, Seattle: Ningshow, Glasgow and Liverpool, via Singapore, for Seattle.

Punta Arenas, Sept. 16.—Arrived September 12.—Ammon, Hamburg, via Genoa, Barcelona, etc., for San Francisco.

Teneriffe, Sept. 16.—Sailed September 13.

Teneriffe, Sept. 16.—Sailed September 13.—Mers (from Hamburg and Genoa), San Francisco.

Tides at Astoria Thursday. High. 6:40 A. M., 6.3 feet. 0:14 A. M., 0.7 feet 6:10 P. M., 7.7 feet. 12:13 P. M., 3.6 feet.

ADAMS NOT BAD COIN MAN

Released Only to Be Arrested on Another Charge.

Released from the clutches of the Federal authorities yesterday morning, Charles Adams was immediately rear rested by officials of Pacific County, Wash., on a charge of obtaining mone and goods by false pretenses. He was taken before United States Commisstoner Cannon yesterday morning on the charge of having passed a number of fictitious coins, but it was discovered that he was not the man wanted, so he

However, Adams was taken in custody again by Deputy Sheriff George Rogers, of Pacific County, Wash, and will be taken to that place for trial. He is alleged to have obtained a sum of money and a large quantity of goods by false

Dividend on Shipbuilding Stock.

CLEVELAND, Sept. 16.-The directors 1% per cent, payable October 15.

Good Fishing at Newport. Advice has just been received that silverside and chinook salmon are being caught on trolls in Yaquina Bay.

Delegates to National Convention Will Be Guests of Local Railroaders.

THREE HUNDRED IN PARTY

Visitors Will Be Given Trolley Ride Throughout City and Formally Entertained at Commercial Club Parlors.

Portland is all ready to welcome the traveling passenger agents of the country who reach this city today from the annual convention in Seattle. They will arrive by special train this mornhearty reception. It is expected that fully 300 traffic agents and their wives will be guests of the city today and

Portland is always glad of an oppor-tunity to greet the members of the American Association of Traveling Passenger Agents. This body worked hard for the success of the Lewis and Clark Fair and it is said to be due in no small part to the work of the ticket agents that the Exposition proved such a great success. Portland people have not forgotten the good work of the association and are eager to show their appreciation. appreciation.

Helifed Make Fair Success.

In fact so great was the influence of the passenger agents in couting travel this way during the Fair year that the management of the Alaskathat the management of the Alaska-Yukon-Pacific Exposition recognized how much the traffic-getters could help that exposition, and secured this year's convention for the Puget Sound City largely on that account. Although the Seattle fair is not yet complete, the passenger agents were shown the grounds and the buildings so far completed. The scope and purposes of the fair were explained to them so they gained a complete understanding of the exposition and will be able to direct travel this way intelligently. travel this way intelligently.

travel this way intelligently.

Much good is expected to result from this year's convention of the traffic agents in bringing a very heavy travel to the Coast during next year, when the fair is in session. This movement of tourists will not belp Seattle alone, but will be of great benefit to the entire Pacific Northwest and Portland will undoubtedly reap as much good from this movement as Seattle.

At any rate the delegates to, the

At any rate the delegates to the convention will leave Portland with good impressions of this city. They will be met at the train upon their article her and rival here and escorted to the Cornelius Hotel, which will be headquarters for them while in the city. At 10 A. M. there will be a trolley ride about the city, taking in the principal points of interest. The cars will leave Park and Morrison streets at that hour. At noon the cars will return to the busi-ness center of the city.

Greeting by Women's Club.

A delegation of members of the Porta delegation of members of the Port-land Women's Club will neet the women of the party at 2 o'clock this afternoon at the Cornelius Hotel and escort them to the Oaks, where they will be entertained during the afternoon. This jaunt is given with the compliments of the Portland Railway, Light & Power Company. The male of the American Shipbuilding Company members of the excursion requested oday declared a quarterly dividend of that no entertainment be provided for

Refreshments will be served and ther will be music throughout the affair. Tomorrow promises to be a gain da-for the visitors. They will be give: for the visitors. They will be given an excursion up the Columbia River by The Daifes, Portland & Astoria Navigation Company, in connection with the railroad companies centering at Portland. The steamer Bailey Gatzert will be boarded at the Alder-street dock at \$:30 A. M. and Cascade Locks will be the objective point of the excursion. The return to Portland will be made at 4:30.

After that the passenger agents will scatter to their headquarters throughout the country. The entertainment offered them here will be a fitting finale to the annual convention and the trip up the Columbia Gorge will leave a lasting impression with them.

Directors to Inspect Plans for Port-

B. S. JOSSELYN WILL GO EAST

land's Underground System.

Complete plans of Portland's underground wire and cable system will be taken East by President Benage S. Jos-Power Company, this week and submitted for their approval. Mr. Josselyn will leave York and Philadelphia. He expects to secure the approval of the Eastern capitalists who own the property, so that work on the underground conduit system in the business district may go forward within a short time after his re

underground system to be in-

The underground system to be installed here means the expenditure of \$1,250,000, and involves the installation of new machinery at the various substations to handle the new system of distribution. The change also means a reduction in the voltage of the current fed into the various motors about rent fed into the various motors about the city, in accordance with the requirements of the fire-insurance underwriters.

President Josselyn will accompany his son and daughter to St. Louis, where they will enter school for the Winter. He will also stop at Clinton, Mo., where he will participate in the reunion to be held by the former employes of the Kansas City, Osceola & Southern Railroad, known as the "Biair Line," which was sold to the Frisco system ten years ago. Mr. Josselyn was general manager of the line. The reunion of the former officials of the road is the first to be held.

CARS RUN ON UNION AVENUE

Four Lines Are Transferred From Steel Bridge Route.

By working all Tuesday night, crews of workmen in the employ of the Portland Railway, Light & Power Company completed the double track down Union avenue from Holladay avenue to the bridge across Sullivans Gulch, so that the four streetcar lines formerly routed east across the Steel bridge, commenced east across the Steel bridge, commenced

east across the Steel bridge, commenced yesterday morning to cross the Burnside bridge in both directions.

These cars are the Union avenue lines, the Alberta, Woodlawn, Vancouver and Broadway. This change removes about 30 per cent of the streetcar traffic from the Steel bridge, and the remaining streetcar travel across the structure will not be heavy enough it is thought to

C. H. Howard Dines Railroaders. Superintendents of motive power of the

Harriman lines, now in session at the Wells-Fargo building headquarters, were Wella-Fargo building headquarters, were guests yeaterday noon at a luncheon given at the Arlington Club by Clarence H. Howard, president of the Commonwealth Steel Company, of St. Louis. Accompanied by Mrs. Howard, he arrived in the city yesterday for a short stay. In addition to the superintendents of motive power from the various Harriman headquarters throughout the course. man headquarters throughout the country, J. P. O'Brien and B. S. Josselyn were guests of Mr. Howard at the luncheon. Both are friends of Mr. Howard. eon. Both are friends of Mr. Howard, who enjoys probably a wider acquaint-ance with railroad men throughout the country than any other man not in the railroad business.

SAMPLE GARMENTS.

members of the excursion requested that no entertainment be provided for them this afternoon, but that they be left free to visit their fellow-railroaders in the city and become better acquainted.

Prom 8 to 11 P. M. tonight there will be a reception for the visitors at the rooms of the Portland Commercial Club.

SAWITLE UARMENTS.

At tree cooking school, Honeyman Hardware Company:

10:30 A. M., bickory nut loaf cake, assorted salads, peach fian.

2:30 P. M. steamed snowball pudding with hard sauce, assorted sandwiches, chicken a la Creole.

Eyssell's Pharmacy 259 Morrison, between 4th and 5th.

State Executive Testifies in Timber Case.

ful to Give Confirmatory Deed to the Property Applicants.

Governor Chamberlain and Attorney-General Crawford testified before Judge Bronaugh in the Circuit Court yesterday in the suit of E. B. Watson against M. B. Rankin. O. M. Rankin and John H. Rankin to obtain \$10,600 attorney's fees. Watson alleges that he acted as attorney for Rankin in securing for the latter 5000 acres of timber land in township \$, south of ranges 2 and 2, east of Willamette meridian. M. B. Rankin and Stephen A. D. Puter filed upon the land about the same time, Rankin believing that he had a prior claim. The State Land Board awarded the title to Puter. He transferred it to the Abiqua Land Company, the latter to the Commercial Trust Company, and Rankin finally purchased it from that firm.

from that firm.

Both the Governor and the Attorney-General were asked to tell of the State Land Board's action. The Governor said that there was some question about the title to the land, but that the state had no evidence. He said that the Puter faction was willing to pay \$20,000 for a confirmatory deed, and that the state was willing to accept the offer rather than take the chance of losing in a lawsuit, although he added that the state was willing to prose cute if Rankin or his attorney brought forward the evidence. The Governor also said that the board refused to give anybody a preference right to the land, even though Mr. Hankin promised that he would furnish facts for the legal battle. "If there was any fraud about the transaction," said the Governor, "Mr. Rankin knew more about it than anybody

The Attorney-General said that he sent a telegram to the West Coast Timber Company at the request of Rankin, made through Attorney Watson. This telegram informed the company that the State intended to start a suit to cancel the title to the 8000 acres, then held by Puter, and warning the timber firm not to purchase the land. Regarding the reason for the head-owners of the case he said that the abandonment of the case he said that the only evidence lacking was that which would connect the Abiqua Land & Timber Company with the alleged fraud.

Mr. Crawford said that Charles Moore,
ex-State Treasurer, was then a member
of the Land Board.

"We concluded." he continued. "that it

"We concluded." he continued. "that it was not lawful to give a confirmatory deed. We thought that if we had information of fraud it was our duty to prosecute. I urged Mr. Rankin's attorneys to bring forward the evidence, but none was ever furnished except that sent in a few affidavits. Somebody, I don't remember who, had a bill prepared for presentation to the 1907 Legislature, authorizing the issuance of a confirmatory deed as soon as the \$20.009 was paid over."

the \$20,000 was paid over."

MENU FOR TODAY

At free cooking school, Honeyman Hard-

WITH CREAM

QUESTION ABOUT DEEDS

Claim Made That It Was Not Law-

the \$20,000 was paid over."

Watson contends that he has earned his \$10,000 fee. Rankin says the attorney came to him with the statement that he could bring about a cancellation of Puter's title. Rankin asserts that he bargained to pay the fee if he secured title to the land from the state, but if the suit against Puter failed that Watson was to receive nothing. He says that he was obliged to pay more for the land in purchasing it from the Commercial Trust Company than he would in acquiring it from the Government, and that Watson had nothing to do with the purchase.

I CURE MEN

\$10.00

My Fee in All Uncomplicated Cases

CONSULT ME FIRST

Even though your case may be one that some other doctor is able to cure, and though his cure be absolutely thorough and permanent, there is yet good cause for your coming to me for treatment. The service I render is entirely unlike and better than the ordinary. I have devised new and scientific methods of treating men's diseases in all their phases. I cure cases that others cannot cure, and cases that others cannot cure, and cases that others cannot cure, and cases that others cannot reve, and cases that others cannot reve, all my forms of treatment have been perfected along the lines of nature's requirements and are in exact harmony with the natural recuperative forces. Therefore, my cures are painless, prompt and thorough.

Contracted Disorders

The serious results that may follow neglect of contracted diseases could scarcely be exagerated. Safety demands an absolutely thorough cure in the least possible time. I have treated more cases of contracted disorders than any other physician upon the Pacific Coast. My cures are thorough and are accomplished in less time than other forms of treatment require in producing even doubtful results. I employ remedies of my own devising, and my treatment is equally effective in both recent and chronic cases.

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The vast multitude of men who have taken my treatment have not been disappointed. They know that I do not promise more than I perform. To them I have actually illustrated in the cure of their own cases the truth of what I claim, namely, that my treatment is as certain to oure as it is that my patient engages my services and follows my directions. My success os due not alone to education, experience, skill and scientific equipment, but to the fact that I limit my study and practice strictly to diseases and weaknesses of men. To make maladies alone I have earnestly and exclusively devoted 25 years of my life, and on them all my faculties are concentrated.

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For the last 14 years a broad of tomitis has been reared each Spring in the letter box at Uttoxeter workhouse. Since the parent birds first took possession of the box they have hatched 200 eggs.—London Standard.

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MEN.

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