

# Port of Portland Commission to Advertise Depth of Columbia at Mouth.

COMPETE DRYDOCK TO

Improvement of Public Plant Proto Vie With Private -New Towboat and Dredge Will Be Rushed.

### PORT COMMISSION ACTS IN BE-HALF OF CHANNEL AND CITY DOCKS.

To refute criticism of conditions at the mouth of the Columbia River and of the channel to Portland, the Port of Portland Commission will issue a

statistical booklet. President Mears will represent the Part of Portland Commission before the Public Docks Commission in ar

ranging details for the building of marine facilities. Maps showing the proposed 30-foot channel from Portland to the sea have been turned over to the Port of Portland Commission by Major Mc-

Building of a steel dredge and

stani towboat will be huzzted. Health authorities will be asked to investigate sanitation on the drodge

loiumbia, where typhoid fever cases. have been reported. Gregon Drydock Company asks for

restoration of old rates and the Comion proposes to equip the public dock plant to make a strong bid for

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"I am informed that when a Government engineering officer visited Portand recently at the instance of Washington authorities to check over surveys that had been made of the entrance to the Columbia River, he was furnished there with an andent map showing but 15 fest of water at the mouth," said 5. M. Mears, president of the Port of Portland Commission, yesterday. As a result, a movement has been started for an advertising comment mader the di-

result, a movement has been started for an advertleing campaign under the di-rection of that body, the first to be un-dernaken in its history. In the past the Commission has for-warded to the principal ports of the world copies of its tariff on drydock rates and general data. In the new work there will be incorporated statistics of shipping, depths at the entrance as shown by the latest Government survey and channel conditions, comprising also and channel conditions, comprising also plans for the future in the way of new dredging apparatus, a modern steel sternwheel towboat and the installation of additional machinery at the public drydock that repairs of a general na-ture may be made. In that connection it was suggested that stalls be provided at the drydock, that local painters, callk-ers, shipwrights, machinists and others

on the digger and it had been made the subject of investigation by state health authorities, who advised the use of Bull Run water for drinking pur-poses instead of Columbia River water. The change was made four years ago, yet cases of fever continued. Captain Groves attributed it largely to the fact men aboard the Columbia had little to do after their work ended and they usually want to bed, so it was lack of varied exercise that made their sys-tems so susceptible to the dis-case. It was voted to have the sani-tary conditions viewed by the health authorities. **OREGON BUREAU IS** authorities.

Treasurer's Bond Raised.

At the request of Commissioner O'Reilly, treasurer of the board, his bond was fixed at \$50,000 instead of \$25,000, which he gave when appointed temporarily. The fund on hand gis \$250,000.

temporarily. The fund on hand gas \$250,000. Bids on greceries, meats, fruits and vegetables for the quarter were opened and referred to Commissioner Good-man for awarding. The fact only one tender was received on butter and esgs prompted the board to decide that hereafter bids on those litems will be asked every month by means of a cir-cular letter, as dealers said they would not agree to bind themselves longer owing to fluctuations in the market. At the suggestion of Superintendent Campion all services in connection with delivering stores, lifting anchors and assisting the cruiser Boston in the harbor were granted gratis. A communication from the Monarch Lumber Company, renewing a request

Lumber Company, renewing a request

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that dredging be carried on in Oregan Slough, was filed until attorneys for the board give an opinion defining the harbor limits and lines. It is the un-derstanding that the Port of Portland Commission has not authority to dredge in the slough until its jurisdic-tion is extended through an amend-ment that must be submitted to the votars.

WHITE STAR ALSO COMING

Three Trans-Atlantic Lines Casting About for Locations Here.

Philip A. S. Franklin, vice-president of the White Star line, is said to be on his way to Portland to close for dock-ing facilities in advance of the opening of the Fanama Canai and has already reached San Fracisco, where he is con-function proliments for ducting preliminary arrangements for the coming of that fleet. The White Star is following the lead of the Ham-

ture may be made. In that connection it was suggested that stalls be provided sittle drydock, that local painters, cash-compared to handle all contracts expedi-tionally. Drydock Road Suggested. Superintendent Johnson, of the dry-cone mode of delivery at present and one mode of delivery at present and

THE MORNING OREGONIAN, FRIDAY, AUGUST 11, 1911.

was rescued within a few minutes, but his skull was fractured and he died about six hours later without recovering consciousness. Leonard was a native of England, 42 years of age and had, so far as known, no relatives in this region. Coquille Work Rushed.

MARSHFIELD, Or., Aug. 10.-(Spe-cial).-Engineer Leete, who is 'n charge of the Government engineering work in this county, has been instruct-ed by Major Morrow to engage one of the local dredges to assist the dredge Oregon on the lower Coquilie. This will hasten operations in that river and the Oregon will probably be brought back to Coos Bay some time next month. month.

### Vessel Aground in Puget Sound.

SEATTLE, Aug. 10. — The steam schooner Fulton, with a small cargo of freight from Seattle, for Vancouver, which went ashore in the mud of Bush Point, Whidby Island, yesterday in a fog, is still fast, but she will come off unharmed at the first high tide, her agents say. SAN FRANCISCO BUSTLES Portland Resident Declares Exposi-

# Marine Notes.

With 2050 tons of cement the barge Gerard C. Tobey yesterday entered at the Custom-House from San Francisco. while the Norwegian steamer Henrik Ibsen cleared for Comox.

While the steamer lone was heading up the Columbia River yesterday one of her cylinder heads blew out and she proceeded on one engine. She will be brought here for repairs.

<text><text><text> A. M. Gillespie, vice-president of the Waterhouse line, passed yesterday in the eity on business connected with as-suming the charters of the Norwegian steamers Henrik Thean and Hercules.

steamers Henrik Theen and Hercules. To have minor repairs made the steamer America was yesterday lifted on the Oregon drydock and before she resumes her run she will be given an overhauling. The steamer Stranger is operating in her place. To handle congested freight between Portland and Astoria the Q.-W. R. & N., yesterday placed the steamer El-more in commission. First Officer George Campbell, of the steamer T. J. Potter, going out on her as skipper. In general cargo from San Francisco

In general cargo from San Francisco the steamer Francis H Leggett reached the harbor at 19:29 o'clock yesterday and berthed at Irving dock. The steamer Casco will shift from St. Helens to Oak Point today to complete her lumber cargo. her lumber cargo.

Superintendent Campion, of the Port of Portland towage and pilotage de-partment, was yesterday informed that the disabled steamer San Jacinto left Grays Harbor yesterday in tow for the Columbia River, to be lifted on the pub-

lie drydock for repairs. When the steamer T. J. Potter sailed

When the steamer T. J. Potter sailed yesterday from Ash-street dock on her first trip under the special Astoria Centennial schedule she carried 155 persons at the \$1 rate. The steamer Monarch, from Washington-street dock, had 97 passengers at the same fare. Charles Steelsmith has purchased Cap-tain McIntire's half-interest in the Monarch. Harbormaster Speier vesterday is-

<text> Harbormaster Speier yesterday is-sued a warning to motorboat operators against navigating beneath the Haw-thorne bridge east of the draw span, owing to the presence of submerged drift that accumulated during the June frachet. Some of the obstructions were drift that accumulated during the June freshet. Some of the obstructions were removed by the harbor patrol force and the Port of Portland vessels, but more cannot be dislodged until the water recedes. The drift lies so that it is not discernible on the surface and of-fers a menace to launches.

Captain H. Peterson, of the Olson & Mahony steamer Carlos was yesterday granted permits by Local Inspectors Edwards and Fuller for carrying 400 persons on daylight trips from Astoria to sea during the Centennial and on trips inside the river the vessel is al-

tuted at Washington-street dock. It developed that he was merely receiv-ing goods sent down by Arthur Merrill, chief clerk in the office of Local In spectors Edwards and Fuller, who ex-perts to reach fishing and hunting ter-ritory near the Siuslaw, but who fortified himself against seasickness with lemons, chewing gum and other al-leged remedies steamship men have im-parted to him.





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POISON \$25 PERSONALLY WeakMen

# HUMILIATION

strength at first to TAL BREAKDOWN ating the seat or real ble. Don't keep on

one mode of delivery at present and that is by water. William L. Brewster, vice-president of the Oregon Drydeck Company, wrote to the Commission, asking that the dry-deck rates previously in effect, which compared favorably with the lowest on the Comat, be restored, as the existing tariffs of une-half of the former rate prevented other plants from getting a return from the investment. The com-munication precipitated a discussion in which it was brought out that when the former take was established at the solidformer rate was established at the solle fution of the Oregon drydock the dry block officials "broke fulth." Superin tendent Johnson cited four instances in which a representative of the Oregon plant offered inducements to masters of concis to patronizo that plant, **HYE**I after arrangements had been made to lift the craft on the public dock.

### Facilities May Grow.

Commissioner D. C. O'Reilly, who is in charge of drydock subjects, was vested with authority to delve into the situation and to ascertain if it is ad-visable to install esulpment coeting \$10,-000 to increase the efficiency of tools at the drydock. When he is ready to re-

the drydock. When he is ready to re-port, the meeting will be called. Fresident Mears spoke of the Public Dock Commission's undertaking in ar-ranging for the building of municipal docks with the fund of \$2,260,000 to be made available from the sale of bonds. It was voted that he represent the Port of Portland Commission in conferring

with the dock body. Fuperintendent Campion, of the tow-sge and pilotage department, when asked regarding the towboat situation. pointed out that when the steamer M. P. Henderson was wrecked near Bug-by light recently one of the best ves-sels in the local fleet for handling deepwater vessels was lost, while the steamer Ouklahama had been out of commission some time and would not be ready for at least a week. He said the tug Oneonta had been giving ex-cellent assistance on the river and that it was the first time a propeller type had been thoroughly tried out in the service. He urged the necessity of constructing the proposed new steel sternwheeler. It was agreed that an adjourned meeting would be held to which as Commissioners Swigert and which ex-Commissioners Swigert and which ex-commissioners Swigert and Adams would be invited to give the new board information they had gleaned covering the subject while they ware in afflor. It is desired to have the vessel completed as soon as possible.

### Dredge Needed Promptly.

With reference to the new dredge with reference to the new credge the same situation was found, Presi-dent Mears pointing out that if the dredge Columbia were put out of com-mission there was danger of channel work being delayed so that the Gorferament might complete its share of the 39-foot project before the port finished its part of the road.

As a result of a communication writ-ten by Daniel J. Cooney, relative to his son, George A. Cooney, having con-tracted tpyhoid fever while employed ten by Daniel J. Coonney, relative to his son, George A. Coonney, having con-tracted tpyhoid fever while employed on the dradge Columbia and asking that the Port of Portland assume the spense of his care and treatment the scount be not paid. Mr. Coonney, having to \$155.45, the was voted that the scount be not paid. Mr. Coonney, having to \$155.45, the was voted that the scount be not paid. Mr. Coonney, having to \$155.45, the was voted that the scount be not paid. Mr. Coonney, having to \$155.45, the was voted that the scount be not paid. Mr. Coonney, that do be not paid. Mr. Coonney, that the Columbia and that of Do cases there had been taken in the States and the scound to the scale of the scound to the scale of the scound to the scale of the scale of the scound to the scale of the scound to the scale of the scal

port of entry for those migrating to America. The fact so many settlers continue Westward to sugage in farm-ing and other pursuits is taken to in-dicate that the steamship lines will adopt a classification so that those not bound for the industrial centers of the East will be routed through the oanal to this Coast and the cost of trans-portation will not be greatly increased.

EARL OF FORFAR DUE SOON

J. J. Moore Takes More Vessels for

Australia Lumber Loading.

San Francisco advices report the San Francisco advices report the salling of the British is teamer Earl of Forfar for Portland to finish loading lumber for Melbourne. She is under charter to J. J. Moore & Company. The same interests have fixed the Norwe-gian tramp Admiral Borresen to load lumber at Eureka and in the north for humber at Eureka and in the north for Australia, she having the option of Portland or Puget Sound. The British bark Lord Templeton has been added to the Moore coteris with the same options, her rate being 37s. 6d., with the option of a port in South Africa at 61s.

Every vessel available for off-shore Every vessel available for off-shore lumber business is in demand on the Coast and there appears to be no ces-sation in the trade, except locally where there is no decided increase in sales. Few expect the business to ex-ceed the showing of last year, although other northern harbors have increased other hormorn hardors into bott cases their shipments through cheaper prices prevailing. On the lower river cargoes appear to be the order. The Water-house fleet in the Australian service will load considerable stuff in parcels in the season, but with the exception of orchooses there are no vessels listed to schooners there are no vessels listed to work full londs in that territory.

Movements of Vessels.

POSTELAND, Ang. 10.—Arrived—Steamer rancia H. Leggett, from San Pedro; gaso-ne schooner Anvil, from Bandon and way orta. Salied—Steamer J. A. Chandor, for Bannotsco; steamer Golden Gate, for Hannots, Norwegian ateamer Henrik Ib-ra, for Puget Bound; steamer Carles, for storts.

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remources that will be convinting to homeseekers and investors. She must be prepared to place these, common-wealth-seekers in their proper spheres, be it orchard, field, dairy, timber, mines or manufacture. Otherwise she will of the bas mission

Col. Dosch, Home From Fair

Scene, Says State Should

Have Agency South.

tion is Bound to Be Great

Success and That Beaver

State Will Reap Benefit.

Great Success Foreseen.

fail in her mission. "Permit me to add right now that Oregon is losing many valuable home-seekers by not having an exhibit and

Oregon is joining many valuants homes seekers by not having an exhibit and information bureau somewhere on Market street in San Francisco. I sug-gested this a year ago but nothing came of it. In my six weeks' sofourn recently in San Francisco I made it my especial business to walk up and down Market street for observation. I noticed that wherever, a real estate dealer or a land sales association had a display in show windows, there was always a crowd, not of idlers, but of real homescekers, as their hardened hands and bronzed faces showed that they were tillers of the soil. Such an information bureau and exhibit with necessary literature should be estab-lished without delay."

# TWO LINERS TRANSFERRED

# Ibsen Leaves for North to Coal and Hercules Starts Londing.

Two steamers were transferred yes-terday to the Waterhouse fleet, the Henrik Ibson and the Hercules. The Portland & Asiatic interests at 11 o'clock, leaving at noon for Comox to coal before proceeding to Bremerton and Seattle to load lumber and will then return to St. Helens to finish. The Hercules was transferred at noon and shifted from Ainsworth dock to load Hercules was transferred at noon and shifted from Ainsworth dock to load lumber at St. Johns for the Orient. The Ibsen will proceed direct from St. Helons to Australian ports and here-after will sail in the service of the Australian mail line. It was planned originally for the Ib-sen to change management at 7 o'clock yesterday, but a delay in measuring 1669 tons of coal in the bunkers caused a mostronement. The Hercules had

a postponement. The Hercules had 1390 tons of tuel and the Harriman in-terests would not complete the change until they had obtained receipts for both lots. As the Luceric also started working outward cargo yesterday the Waterhouse fleet is represented in the waterhouse neet is represented in the harbor by two vessels, which will sail about the same time. The Strathlyon will be the next carrier to arrive to be transferred and she will be followed sometime later by the Rygia.

FALL KILLS CHIEF OFFICER

John J. Leonard, of Heather, Stum-

bles to Death at Astoria.

## Town's Debt Just \$2.20.

CENTRALIA, Wash., Aug. 10 .- (Spe cial.)-According to the report of the State Board of Inspection, just compiled, the town of Bucoda, seven miles north



ity, Weak Nerves, Insomnia-Results of exposure, overwork and other vie-instead of Nature's laws, Diseases of Hidder and Kidneys, Varicose vetas, quickly and permanasuly cared at small expense. "Steelal Aliments-Nawly con-tracted and chronic cases cured All burning, itching and inflamms-tion stopped in 34 hours. Cures ef-fected in seven days. Consultation free. If unable to call, write for list of questions. "Office hours-3 A. M. to S.P. M. Sundays, 16 A. M. to 1 P. M. only." Curefic COAST MEDICAL CO, 22615 Washington St., Cor. First, Portland, Or.



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Skin

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I make this statement is that for will know you consult a true spe-cialist, who sees and treats pa-tients personally. I possess skill and experience, acquired in such a way that no other can share, and should not be classed with medical about the tre invariable for companies. It is impossible for a medical company to attend col-lege. Companies have no diplomas lege. Companies have no diplomas or license to practice medicine in Oregon or any other state. Medi-cal companies usually are named after a doctor. A portrait, whose personality and identity are in-definite, is selected and published as the legitimate specialist of the office. Hired substitutes, ordinary doctors with questionable ability, give consultation, examination and treatment.

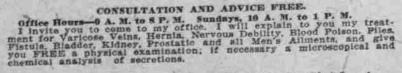
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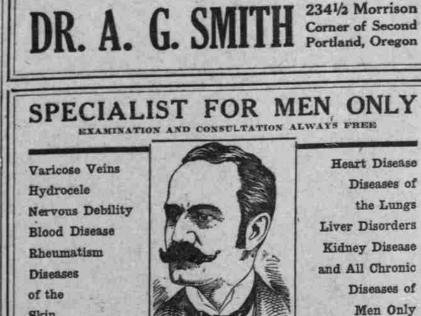
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