

COGUEL IS TAKEN UP FOR CHANNEL Port of Portland Commission to Advertise Depth of Columbia at Mouth.

DRYDOCK TO COMPETE Improvement of Public Plant Proposed to Vie With Private Concern—New Towboat and Dredge Will be Rushed.

PORT COMMISSION ACTS IN BEHALF 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 Meara will represent the Port of Portland Commission before the Public Docks Commission in arranging 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 Medford. Building of a steel dredge and steel towboat will be hurried.

Health authorities will be asked to investigate sanitation on the dredges and Columbia, where typhoid fever cases have been reported. Oregon Drydock Company asks for restoration of old rates and the Commission proposes to equip the public dock plant to make a strong bid for new business.

"I am informed that when a Government engineering officer visited Portland 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 with an ancient map showing that 18 feet of water is the minimum depth of the entrance to the Columbia River, as a result, a movement has been started for an advertising campaign under the direction of that body, the first to be undertaken in its history.

In the past the Commission has forwarded to the instance of 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 tonnage, and other data, as shown by the latest Government survey and channel conditions, comprising also plans for the future in the way of new dredging apparatus, modern sternwheel towboat and the installation of additional machinery at the public drydock that repairs of a general nature may be made in the connection.

Dredge Road Suggested. Superintendent Johnson, of the drydock, suggested to the Commission that one of three routes be selected over which to build a road to the drydock, that cranes and equipment could be delivered, arguing that there was but one mode of delivery at present and that is by water.

William L. Webster, vice-president of the Oregon Drydock Company, wrote to the Commission, asking that the drydock rates previously in effect, which compared favorably with the lowest rates on the Coast, be restored. The Commission's decision to increase the rate of the drydock, when he is ready to report, the meeting spoke of the Public Docks Commission's undertaking in arranging for the building of municipal docks with a fund of \$2,000,000 to be available to the public.

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 submit a report to the Commission. It is desirable to increase the efficiency of tools at the drydock. When he is ready to report, the meeting spoke of the Public Docks Commission's undertaking in arranging for the building of municipal docks with a fund of \$2,000,000 to be available to the public.

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 purposes instead of Columbia River water. The change was made four years ago, yet cases of fever continued. Captain Groves attributed largely to the fact men aboard the Columbia had little to do after their work ended and they usually went to bed, so it was lack of exercise that made their systems so susceptible to the disease. It was voted to have the sanitary conditions viewed by the health authorities.

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

Bids on groceries, meats, fruits and vegetables for the quarter were opened and referred to Commissioner Goodman for awarding. The fact only one tender was received on butter and eggs prompted the board to decide that hereafter bids on those items will be asked every month by means of a circular letter, as dealers said they would not agree to bid themselves longer owing to fluctuations in the market.

Campano all services in connection with delivering stores, lifting anchors and assisting the cruiser Boston in the harbor were granted by the Monarch Lumber Company, renewing a request.

STEAMER INTELLIGENCE. Table with columns: Name, From, Date, To, Date.

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that dredging be carried on in Oregon Slough, was filed until attorney for the board give an opinion defining the limits and extent of them being undertaken. It is the understanding that the Port of Portland Commission has not authority to dredge in the slough until the jurisdiction is extended through an amendment that must be submitted to the voters.

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 discuss the possibilities in advance of the opening of the Panama Canal and has already reached San Francisco, where he is conferring with the representatives of the coming of that fleet. The White Star is following the lead of the Hamburg-American line, and that of the Cunard and all are desirous of getting a foothold on the Pacific Coast.

Much the same plan is being carried out by the White Star interests, as they propose to include San Francisco, Portland and Puget Sound in their schedule. When the canal is ready for service there will be direct sailings from London to San Francisco, and from San Francisco to Portland and Puget Sound in their schedule. When the canal is ready for service there will be direct sailings from London to San Francisco, and from San Francisco to Portland and Puget Sound in their schedule.

EARL OF FORFAR DUE SOON

J. J. Moore Takes More Vessels for Australia Lumber Loading. San Francisco advices report the sailing of the British steamer Earl of Forfar for Portland to Smith loading lumber for Melbourne. She is under charter to J. J. Moore & Company. The same interests have fixed the Norwegian tramp Admiral Borresen to load lumber at Eureka and in the north for Australia, and having the option of Portland or Puget Sound. The British bark Lord Templeton has been added to the Moore roster with the same charter rate being offered for the option of a port in South Africa at \$14,000.

Every vessel available for off-shore lumber business is in demand on the Coast and there appears to be no cessation in the trade, except locally where there is no decided increase in sales. Few expect the business to exceed the showing of last year, although other northern harbors have increased their shipments through cheaper prices prevailing in the lower river cargoes appear to be the order. The Waterhouse fleet in the Australian service will lead considerable stock in parcels in the season, but with the exception of schooners there are no vessels listed to work fall loads in that territory.

Movements of Vessels.

PORTLAND, Aug. 10.—Arrived—Steamer Portland, from San Pedro. Left—Steamer Avila, from San Pedro and Way Point, for Astoria. Left—Steamer San Francisco, from San Pedro. Left—Steamer Golden Gate, for Tillamook. Left—Steamer Henrik Ibsen, from Astoria. Left—Steamer Portland, for Astoria. Left—Steamer Portland, for Astoria.

OREGON BUREAUS CONSIDERED VITAL Col. Dosch, Home From Fair Scene, Says State Should Have Agency South.

SAN FRANCISCO BUSTLES

Portland Resident Declares Exposition is Bound to Be Great Success and That Beaver State Will Reap Benefit.

Urging active participation of Oregon in the San Francisco exposition, 1915 and recommending the establishment of an immigration and information bureau of Oregon resources in San Francisco, Colonel E. Dosch, who returned yesterday from San Francisco, says that the spirit of the exposition has taken hold of the people of the Golden Gate City and that preparations are being made to fore-shadow a successful exposition. "San Francisco is thoroughly awake to the realization of the fact that the Panama-Pacific International Exposition is under headway since the site has been selected," said Colonel Dosch. "Now that the director of works and engineers are in the field making a topographical map of the proposed grounds, which is in itself a work that takes time and careful study, they feel that actual work will soon begin, especially as it has been decided to break ground as soon as this map is completed, which will be about October 1st from that time on San Francisco will make things hum and it knows how, as is evidenced by the rehabilitation of the city after the devastation by fire only five years ago. San Francisco is full of willing and able hands to begin work on the exposition, ready and complete for opening day without a hitch. Great Success Foreseen.

"Success, did you say? Yes, I firmly believe that it will be the most successful exposition ever held. Why? Because every citizen on the Pacific Coast is interested in its success and there are several millions of them behind the gun. All feel that this exposition does not belong to San Francisco alone but to every state west of the Rocky Mountains. Besides, the eye of the world is upon us and half will come by rail, and the other half by the Panama route. The world will stay there until every hill and valley shall be cultivated and shall blossom like the proverbial Oregon rose, and every hamlet and city shall be doubled and trebled in population. We are 'in' and the world knows it, and it is up to us to make the most of it. I am firmly convinced that the press and people of San Francisco will be as loyal to their exposition as we are to ours. The people of Omaha and Portland, which was one reason why their expositions were so signally successful.

Oregon's Interest Great. "Notwithstanding what the Governor of California said to the Governor of Oregon, and vice versa, at the commonwealth's extraction episode, the people of San Francisco have a warm place in their hearts for Oregon and expect great things from her. Right here in Oregon must shine, especially as I understand she has been promised first choice of selecting the site for the Oregon state exposition.

"This exposition means more to Oregon than to any other Pacific Coast state; it will be a golden harvest for Oregon, and not only an exhibit of its resources that will be convincing to homeseekers and investors. She must be prepared to receive the commonwealth-seekers in their proper sphere, be it orchard, field, dairy, timber, mines or manufacture. Otherwise she will fall in her mission. "Permit me to add right now that Oregon is losing many valuable homeseekers by not having an exhibit and information bureau at the exposition on Market street in San Francisco. I suggested this a year ago but nothing came of it. In my six weeks' sojourn recently in San Francisco, I saw with my special business to walk up and down Market street for observation. I noticed that wherever a real estate broker or land agent had a display in show windows, there was always a crowd, not of idlers, but of real homeseekers, and the streets and avenues were thronged with them. Such an information bureau and exhibit with necessary literature should be established without delay.

TWO LINERS TRANSFERRED

Ibsen Leaves for North to Coal and Hercules Starts Loading. Two steamers were transferred yesterday to the Waterhouse fleet, the Henrik Ibsen and the Hercules. The Henrik Ibsen was turned over by the Portland & Astoria Steamship Co. to the Waterhouse fleet for service to Comox to coal before proceeding to Bremerton and Seattle to load lumber and will then return to St. Helens. The Hercules was transferred at noon and shifted from Alinsworth dock to load lumber at St. Johns for the Orient. The Ibsen will proceed direct from St. Helens to Australian ports and have after will sail in the service of the Australian mail line.

It was planned originally for the Ibsen to change management at 7 o'clock yesterday, but a delay in measuring 1000 tons of coal in the bunkers caused a postponement. The Hercules had 1200 tons of fuel and the Harriman interests would not complete the change until they had obtained receipts for both lots. As the Lucerne is started working outwards yesterday the Waterhouse fleet is represented in the harbor by two vessels, which will sail about the same time. The Strathgryon was transferred to arrive to be followed sometime later by the Rygia.

FALL KILLS CHIEF OFFICER

John J. Leonard, of Heather, Stumbles to Death at Astoria. ASTORIA, Or., Aug. 10.—(Special)—John J. Leonard, chief officer of the lighthouse tender Heather, died here this afternoon as a result of an accident sustained about 7 o'clock this morning. As Mr. Leonard started to step onto the gangplank to go aboard the Heather, which was being transferred, he tripped on one of the vessel's mooring lines and plunged head foremost over the edge of the wharf, striking his head on the ship's gun and then falling into the water. He

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

Coguel Work Rushed.

MARSHFIELD, Or., Aug. 10.—(Special)—Engineer Locke, who is in charge of the Government engineering work in this county, has been instructed by Major Morrow to engage one of the local men to assist the dredge Oregon on the lower Coguel. This will hasten operations in that river and the Oregon will probably be brought back to Coos Bay some time next month.

Vessel Aground in Puget Sound.

SEATTLE, Aug. 10.—The steam schooner Fulton, with a small cargo of freight from Seattle, for Vancouver, which was aground in the mud off Whidbey Island, yesterday in a fog, is still fast, but she will come off unharmed at the first high tide, her agents say.

Marine Notes.

With 2000 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 Ibsen was heading up the Columbia River yesterday one of her cylinder heads blew out and she proceeded to Astoria. She will be brought here for repairs. A. M. Gillespie, vice-president of the Waterhouse line, passed yesterday in the city on business connected with assuming the charter of the Norwegian steamers Henrik Thsen and Hercules. To have minor repairs made the steamer America was yesterday lifted on the city on business connected with assuming the charter of the Norwegian steamers Henrik Thsen and Hercules. To have minor repairs made the steamer America was yesterday lifted on the city on business connected with assuming the charter of the Norwegian steamers Henrik Thsen and Hercules.

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