CHANNEL WEST OF SWAN ISLAND DON

Work Completed in 74 Days After It Required Four Years to Begin Task.

ENGINEER FILES REPORT

Passageway Now Clear for Towboats and River Craft Leaving Other Course for Deepwater Ships. Cost Is \$27,810.

Digging of a channel to the westward of Swan Island for towboats and river steamers has been completed in four months by Major Me-Indoe, Corps of Engineers, U. S. A., after it required four years to obtain authority from Congress and an appropriation to do the work. Assistant Engineer Nixon has filed a report showing that the task has been completed and setting forth its cost.

Pilots and masters of larger vessels complained long about the practice of steamers handling log rafts, boom sticks and other unwieldly tows using the east channel, because the width of the stream there was too narrow to permit heavily-laden ocean steamers to be handled with ease in passing other vessels. The danger was increased by that part of the channel being at a bend in the river. The case was taken up in Washington a number of times, and a mass of correspondence ensued, four years elapsing before money was available, and before permission was given for the work.

McIndoe Rushes Work.

As moon as the way was paved for the undertaking Major McIndoe nego-tiated with the Port of Portland Commission for the charter of the dredge. Columbia, the terms being \$350 a day. The channel from the south end of the island, or what is known as Swan Island dyke, was constructed to the lower end and the least width is 300 feet. The entire road lies between the barber lines so it is virtually a harbor lines, so it is virtually a straight course. The least depth is eight and one-half feet, although the project called for but eight feet. In many places there is more than twice that much water. Dolphins have been driven to mark the channel and 500 feet of the days was torn away dreds. feet of the dyke was torn away, dredging even being carried on below the eight-foot mark to remove all brush and rock. The channel now is clear to increase the depth to conform to that of the main ship channel if deemed necessary.

Dredging Takes 74 Days.

The Columbia was employed practically 74 days, and the Port of Portland derived \$25,792.05 as a consequence. The digger removed 772,800 cubic yards of material. The dredging, handling material on the banks, purchase of lumber to be used on the pipe line and incidentals entailed a cost of \$27.810.57. The dredge Titan was employed 22 days removing the dyke and material at its base, 14,000 cubic yards of material being handled. In creating an entrance to the channel

Present Fleet Shifted About to Dig

At Worst Places.

If the Port of Portland Commission had the proposed third dredger in service today the minimum depth of the channel from this harber to the sea would be 23 feet. Captain H. T. Groves, superintendent of dredging said yesterday that when the Columbia finishes digging at Henrici's today the cut will not be completed on the lower end of the shoal, owing to the necessity of moving her to Huntra, where sediment has settled as a result of the June freshet and it must be removed in advance of Fall shipping.

Up to the point at which operations will cease at Henrici's there will be 25 feet of water. The Columbia will complete the cut at Reeders Crossing heat week and be towed to beer listed to work. It is generally expected that at the next meeting of the Commission, September 14, hids will be ordered advertised and an effort will be made to hurry the work that the digger may be available in July, 1912. As she is to be of steel and all parts duplicated from patterns used in building the Columbia, it will be possible for much time to be saved.

HERCULES' MATE IS MISSING

Movements of Vessels.

PORTLAND, Aug. 20.—Arrived steamer Jellow to the same relicon; teamer Jellow to the mans adopted to learn the work and the columbia. The design of the saved.

Movements of Vessels.

PORTLAND, Aug. 20.—Arrived steamer Jellow to the same relicon; teamer Jellow teamer Jellow to the same Hercules from San Francisco. Steamer Jellow Jellow

ing for the Orient, as she was expected

to leave in another day.

He has not reported to the ship in person or by message and as he has been a member of the crew on but one been a member of the crew on but one voyage, having been sent from Norway, 230 in his possession when he went ashore. Berge was to have joined the Hercules when she salled from Fortland on her previous voyage, but missed the carrier and went to the Orient on the British steamer Strathlyon, which was sailing in the Portland & Asiatic fleet also Joining the Hercules in the Faralso, joining the Hercules in the Par He is known to have friends residing in Portland and it is hoped word will be received of him today, as the vessel is about ready for sea.

Tug Dauntless With Barge Arrives.

ASTORIA Or. Aug. 29.—(Special.)— The tug Dauntless, with the barge Wallacut in low, arrived in port to-day. The barge has a load of lumber and telegraph poles from Slaine for a Cakland, and was leaking so hadly that the two men who composed her crew were unable to keep her clear when outside. The leak is through the open seams above the water line. Four

extra men were shipped on the barge and she will be towed to San Francisco before repairs are made.

Marine Notes.

In tow of the tug Oneonta the schooner King Cyrus left down from St. Helens yesterday, bound for San Fran-

G. L. Blair, general freight agent of the San Francisco & Portland Steam-ship Company, has returned from Puget Sound and will proceed to San Fran-cisco on the steamer Bear tomorrow. With the option of loading at Portland or Puget Sound points the British tramp Oswestry has been chartored by the China Import & Export Lumber Company, She is on the way from Japan for Redondo and her outward destina-

tion will be Shanghai.

Major McIndoe. Corps of Engineers,
U. S. A., has received authority from
Washington to proceed with the construction of a new hull and cabin for
the tug G. H. Mondell. Bids will be
advertised for as soon as slight modifications are made in the specifications.

When the steamer Casco was lifted
on the Oregon drylock yesterday to
ascertain the damage sustained when
she ran on Fox Rock, off Cape Blanco,
last week, it was found that her forefoot was gone and five feet of keel

STEAMER	INTELLIGENCE.

- X	me to Arrive.	
Beat Jen. W. Eide Jen. W. Eide Jenden Gate. Crecuite Ruse City Lireakwater Ruse Eilmot Alliance Roanoke Beaver Falcon Crashivoss	Prom Hongkong San Pedro San Diego Tiliamook San Fedro Nan Fedro Coos Bay Tulamook Bandon Eureka San Diego Han Pedro San Francis Hongkong Manifesta	in port in port in port in port in port Aug 31 Sept. 1 Sept. 3 Sept. 3 Sept. 3 Sept. 4 Sept. 5 Sept. 5 Sept. 5 Sept. 5

Han Pedro. Han Diego. Han Francis San Pedro.

fercules len. W. Elder lear lolden Gate.

missing. She will be out of the water about five days.

about five days.

There yesterday entered at the Custom-House the steamers Geo. W. Elder and J. B. Stetson from California ports, and the steamer Breakwater from Coos Bay. The Elder cleared for San Diego, the Stetson for Aberdeen and the Breakwater for the return voyage. Inspector Beck, of the Seventeenth Lighthouse District, has ordered that buoys, painted white, be established off Astoria to mark the course to be used during the regatts races, it having been requested by the regatta committee that the Government assist in the celebration as had been done in previous years.

Carrying 1.517,000 feet of lumber load-ed here, with which she sailed from the Columbia River May 6, the German ship Wilhelmine arrived at London August 27. The British bark Invermay, which left the river March 9 with a grain cargo, was reported out at Queenstown Monday.

pipe line and incidentals entailed a cost of \$27.818.51. The dredge Titan was employed 22 days remaying the divide and material at its base, 14,000 cubic yards of materials being handled. In creating an entrance to the channel here \$1832.81 was spent, an additional list being paid for driving dolphins.

Bue prints of the channel, showing the land commission. Probably other cepies will be forwarded to the Port of Portland business men, under this same arrangement, was required to pay which the small capital indicates.

Joseph Supple yesterday entered into a contract with the Harriman interests and the contract with tanks in each end and ready for service. It is assumed that they are to be used in making surveys on streams in the Northwest.

Major McIndoe. Corps of Engineers, will be supplied, it being describe will be supplied, it being describe will be supplied, it being describe will be supplied it being described in an additional for the benefit of deep-water commerce.

THIRD DREDGE NEEDED BADLY

Present Fleet Shifted About to Dig

Movements of Vessels.

Tides at Astoria Wednesday.

Canoe Sailing Is Popular.

SPRINGFIELD. Or., Aug. 2.—(Special.)—Cance salling on the Willamette River has become a novel and popular aport with a few of the more daring of the local canceists. The wind comes the local canoeists. The wind comes up the river very hard nearly every afternoon, and, with the breeze made goesty by the interference of the hills which rise from the bank of the river, it is an exceedingly thrilling aport in the frail craft. The river in places is so shallow that sideboards cannot be used to steady the cance, as they are where there is desper water. The river is so narrow that it is impossible to tack back, but the current is awift. Riffles are found every half mile or so, and the canoeists carry their canoes and the canoeists carry their canoes around these, going several miles, and then shoot the riffles coming back, which also is exciting sport, though it occasionally results in a ducking.

Edicisen's coals are best, C 2004,

Southern Pacific Will Oppose Short-Haul Reduction.

SHIPPERS ASK REVISION

Tariff Affecting Willamette Valley Points Declared Discriminatory. Interstate Commissioner to Open Cases Here Monday.

Testimony in three important rate ontroversies will be received by Franklin K. Lane, Interstate Commerce Commissioner, who will hold a hear-ing in the Federal building in this city beginning next Monday morning at 10 o'clock. The hearing probably will con-tinue for three or four days as it is believed that length of time will be required to present the evidence in connection with the cases under con-

Most important of the cases is the hearing of the application of the Southern Pacific Company to be re-lieved from the enforcement of the fourth section of the amended com-merce act in respect to freight rates between Portland and San Francisco and involving the long and short had and involving the long and short haul

In San Francisco today, Commissioner Lane will begin receiving testimony in this case which will be concluded in this city Monday. R B Miller, traffic manager for the Harriman lines in this territory, is in San Francisco for

Through Rates Lowered.

Under the present tariffs, which are regulated by water competition, the rates from San Francisco to Portland are lower than the rates from either are lower than the rates from either of these cities to intermediate points. That section of the amended commerce act from the operation of which the Southern Pacific Company seeks to be relieved undertakes to require the rail-road company to reduce its rates to the intermediate points.

Another case to be heard is the complaint of H. S. Gile & Co., of Salem, in what is known as the 16-cent arbiin what is known as the le-cent arbitrary. Complainants seek through the Interstate Commerce Commission to force the Southern Pacific to restore an arbitrary tariff of 10 cents the 100 pounds on less than carload shipments from the East and destined to Willamette Valley points, including the territory north of Albany and Corvallis.

ritory north of Albany and Corvalils.

After having been maintained for many years, the Southern Pacific about a year ago cancelled its 19-cent arbitrary on Eastern shipments to the territory described and applied the local rate from Portland to point of delivery. This was done at the request of the merchants of this city who insisted that they should be placed on an equal footing with the Eastern shippers in shipments of less than carload pers in shipments of less than carload lots to the valley points.

Valley Dealer Favored.

With a capitalization of \$5000 the San Francisco, Portland & Los Angeles Steamship Company was yesterday incorporated by B. E. Haney, as attorney, and C. D. Phillip and R. Sharwick, none of them being personally interested in the matter. It is said nothing will be done in the near future toward inaugufating service under that name, which the small capital indicates.

Valley Dealer Favored.

Under the former plan, the William-ette Valley shipper on Eastern shipments paid the rate from point of crigin to Portland and an arbitrary rate of 10 cents the 100 pounds from Portland to the point of destination. The Portland business men, under this same arrangement, was required to pay the rate from the East to this city

FRANCE VIEWS MOROCCAN PLAN WITH REAL ALARM.

Scheme of Permanent Occupation Regarded as Signal for General Scramble for Territory.

PARIS, Aug. 28-(Special.)-The latest reports concerning the attitude of Spain with regard to Tetuan and her intentions with regard to Larache and Aleasar have not diminished the con-cern with which the ostensible policy of the Spanish government is viewed in wide circles in France. The tone of an important section of the Spanish press increased the prevalent uneasiness here, and an article which has appeared in the review, "Espana en Africa," is quoted as an avowal, both of plans of territorial aggrandizement in Morocco, and of an ambitious in Morocco, and of an ambitious scheme for "dominating" the Straits

of Gibraltar. The "Temps," which followed with sympathetic interest the Spanish operations at Melilia, now finds it neces-sary to remind its Spanish contom-poraries that neither the Algeciras act nor the Franco-Spanish convention of 1904 would warrant the schemes of permanent occupation which are at present being urged upon the Spanish government by a section of the Span-ish press. The Algedras act. contrary to the Spanish assumption, is paramount, not only to agreements con-cluded between separate powers and Morocco, but also to agreements con-cerning Morocco concluded between other powers.

other powers.

Apart from this fact, the FrancoSpanish convention of 1904 did not
contemplate any of the alleged Spanish schemes of partition or of estabiishment of regional influence, except
in the event of the disappearance of
the Shereefian power in Morocco. If
Spain were now to act on the assumption that this eventually had come to
pass, she would be giving the signal
for a general scramble in which she
would stand to lose more than she
could possibly gain.

ROAD ADVOCATES DIVIDED Men and Women Cured

Advisory Board Regarded by Some as Reflection On Court.

MEDFORD. Or. Aug. 3.—(Special.)

The people will vote September 30 on the proposed \$1.500,000 bond issue, the proceeds from which will be used to construct a system of highways throughout the county.

The good roads workers have split on the question whether they will ask the county court to sliow an advisory board of four to six members, selected at the mass meeting to be held September 20, to assist them in preparing

RATE HEARINGS SET A MOTHER'S

It is the duty of every expectant mother to prepare her system for the coming of her little one; to avoid as far as possible the suffering of such occasions, and endeavor to pass through the crisis with her bealth and strength unimpaired. This she may do through the use of Mother's Friend, a remedy that has been so long in use, and accomplished so much good, that it is in no sense an experiment, but a preparation which always produces the best results. It is for external application and so penetrating in its nature as to thoroughly lubricate every muscle, nerve and tendon involved during the period before baby comes. It aids nature by expanding the skin and tissues, relieves tenderness and soreness, and perfectly prepares the system for natural and safe motherhood. Mother's Friend has been used and endorsed by thousands of mothers, and its use will prove a comfort and a benefit to any woman in need of such a remedy. Mother's

Friend is sold at drug stores. Write for free book for expectant mothers
which which contains much valuable in-

formation BRADFIELD REGULATOR CO., Atlanta, Ga.

their improvement schedule. Commissioner Davis proposes such a board, to inspire the confidence of some of the people who might not rely upon the judgment of the commissioners and the county judge, but there are those who think that such a move on the part of any commercial body would imply lack of confidence in the integrity of the

The court has been asked to prepare a plan of road-building and pledge the people that it will follow the plan if the bond issue is adopted. The plan proposed now is to build two trunk lines in four directions so that they will reclude all the arincinal emerge of popfruit section and would extend through Central Point to the farthest eastern portion of the valley, near Butte Falls. From these two trunk lines roads would be built out, forming a network that in time would cover the county.

BRITISH BUILD DIRIGIBLE

New Airship Is Constructed Along Most Approved Lines.

LONDON, Aug. 29 .- (Special.)-The British army authorities have a new airship under construction at their factory at South Farnborough, of which they have great hopes. It was intended to bring her out this Summer as part of the coronation programme, but her building is proceeding so slowly and carefully that it is unlikely she will appear before next Spring.

The name of this new dirigible will

be the "Delta" and she will be much larger than her predecessors, the "Beta" and the "Gamma." Instead of using gold heater's skin for her hull, the constructors are employing rubberproofed silk. Two 100-horsepower m tors will work two propellers, the shafts of which can be altered in angle so as to give a downward or upward impulse, by this means greater ease in maneu-vering is looked for, especially when the ascending or landing space is lim-ited, conditions under which several

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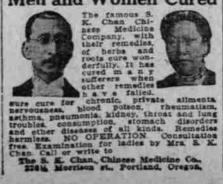
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fty, Weak Nerves, insomila—Results of exposure, overwork and other violations of Nature's laws, Diseases of Bladder and Ridnerys, Varicose Vefns, quickly and permanently cured at small expense.

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MOST TIME-SAVING, MOST NATURAL, MOST SAFE, A RADICAL
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GIVE MY WORD AND WILL CITE
YOU TO OTHER MEDICAL AUTHORITIES THAT THIS IS A
FACT. I AM CERTAINLY PREPARED TO CURE BY EXPERIENCE AND EQUIPMENT WHICH
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DR. A. G. SMITH 2341/2 Morrison Corner of Second Portland, Oregon

aircraft, including the recent Lebaudy | who receive the contract, agree to take atrahip, have come to grief. the Bancroft bonds. The Council also awarded to J. H. Clausey & Company, of Denver, the \$57,000 of water, light Eugene Lets Paving Contract.

EUGENE, Or., Aug. 29.—(Special.)—
Contracts for eight blocks of paving, connecting with streets now paved, have been let by the City Council. The Clark - Henry Construction company, this issue.

Of Denver, the \$57,000 of water, light and power plant improvement bonds authorized by the people several months ago. The bonds bring a premium of \$230, with the interest at 5 per cent. Other bidders wanted 5½ per cent for this issue.

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Remember, we have been here for years, are permanently located, incorporated and licensed under the laws of Oregon to conduct and operate a Medical Institute, Santarium and Hospital for the treatment of Men's Ailments. You take no risk when you treat with us. We are here to stay, and for all time, and you will always know where to find us. We are not bere today and gone tomorrow. Our staff of physicians are graduates from the leading colleges in the United States, and have been in active practice from 15 to 26 years, and are duly qualified and licensed to practice medicine and surgery in this and several states. Investigate our records and standing and compare them with the other so-called specialists who have only been in our city a few weeks or months, and who have copied our announcements, which the newspapers' recograd will show. Beware—Investigate! Men, if affilieted or in trouble, call and have a friendly talk; it will cost you nothing. We will be your friend as well as your physician, and will advise you candidly, honestly and conscientiously. Call today. Don't delay or neglect yourself.

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also known as Nervous Debility, Nervo-Vital Debility, Neurasthenia, etc. If you have any symptoms of this ailment, such as loss of energy or ambition, vitality, easily fatigued, dull, listless feeling, nervousness and other symptoms, I want you to be sure and call. I have given this condition of men special study and I unhesitatingly say that my treatment is not excelled by any other specialist, regardless of what they may claim. I know what I have accomplished in even the most severe cases—letters of indorsement are on file and there is no reason to believe that I cannot cure YOU also. REMEMBER, by calling you do not obligate yourself to take treatment.

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Burning Pains, Tortures, Misery, Straining, Cystitis, Stone in the Bladder, Gravel, Blood, Mucous and all Klidney and Bladder Aliments which you do not care to trust to the family doctor. I am a specialist and am prepared to give you quick relief and a speedy cure.

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