

CANAL SITE KEPT SECRET AT CAPITAL

Selection of Oregon City Route Withheld, Pending Filing of Land Prices.

M'INDOE GETS TELEGRAM

Message From Secretary of War Releases Survey Report Showing Traction Company's Offer and Cost of Varied Plans.

In an official telegram received yesterday by Major McIndoe, Corps of Engineers, U. S. A., from Washington, it is announced that the Secretary of War withholds his decision as to the exact location of the proposed canal and locks at Oregon City until definite prices for property on two or more routes along the East Side have been obtained.

In the message was also authority for the release of the special report which includes the survey of Assistant Engineer Thomsen, made under the direction of Major McIndoe, which shows that four proposals were submitted to the War Department, two for taking over the present locks owned by the Portland Railway, Light & Power Company and rebuilding the plant, and two for the construction of canals and locks on the east bank of the Willamette. In one the Portland Railway, Light & Power company offered to dispose of its holding to the Government for \$600,000.

To place the present locks in first-class condition and not to increase the size—210 feet long by 40 feet wide—it was estimated that \$950,000 would be required. In addition to the purchase price. To enlarge the locks to 300 feet by 45 feet and install modern equipment, \$1,125,000 was estimated. To build new locks on one location on the opposite bank of the Willamette, the locks to be 300 feet long and 45 feet wide was a third proposal at a cost of \$795,466. The project adopted is the fourth suggested, which will cost \$754,000 and that figure will include the estimated cost of right of way.

Under the Congressional act of June 25, 1910, \$300,000 was appropriated for the purchase of the present locks and for taking over land and commencing preliminary work on the new system and the Oregon Legislature, by the act of February 22, 1909, set apart the equal sum for land and locks project. The survey made by Engineer Thomsen was authorized by the Chief of Engineers and \$5000 was set apart for the work. It was completed on October 31, 1910. It covers four miles of the Willamette, extending from the mouth of the Tualatin River and one mile above Willamette Falls, to the foot of Clackamas Rapids, two and one-half miles below the falls.

Cutting of Great Required. It is pointed out that the proposed improvement of the Willamette between Portland and Oregon City will give a channel depth of six feet at low water, the same depth must be maintained over the rest of the river. The locks and that will necessitate the removal of four feet from the crest at Clackamas Rapids.

In estimating the cost of construction some of the principal items are \$120,000 for excavating 48,000 cubic yards of rock and \$39,250 for the removal of 11,000 cubic yards of subsoil excavation; \$137,600 for 17,200 cubic yards of concrete in place; \$106,000 for seven pairs of gates and gear; \$48,000 for 1600 feet of cribbing and \$104,150 for engineering and contingencies, with a mass of smaller items that will follow.

The proposal of the Portland Railway, Light & Power Company was to sell the locks and canal property and a piece of ground adjoining, 100 feet square, on which to erect a power house. A concrete dam was to be built to separate other holdings of the corporation at the falls and the Government was to pay half of the estimated cost of \$150,000 in addition to one-half of \$25,000 that the company had agreed to pay the Willamette Pulp & Paper Company to move its power wheels to the opposite side of the falls.

There is no question regarding the adoption of the \$754,000 project by the Government and the only feature in that connection to be announced is the exact location.

DAMAGED CARGO PASSED ON

Inspector Refuses to Admit Codfish and Spaghetti in Market.

Joe Singer, assistant market inspector, issued a writ against the steamer Wasp, for the disposition of cargo discharged from the damaged steamer Saginaw. Consignees will have to sort 300 sacks of onions to discard those unfit for food. Ten cases of codfish were also condemned and 75 cases of spaghetti were treated similarly. It was because the articles were to be offered for sale as food that Singer exercised the functions of his office, although he is not empowered to pass on cargo otherwise.

The Saginaw was lifted on the Oregon drydock and it was found that a portion of her keel forward is gone and some of the planking on the starboard side was crushed in when she struck on Oxford Reef, off Cape Blanco. The cargo has all been discharged and it is expected to have work started immediately, that the vessel may be floated again in a week. The Government dredge fleet is to be next vessel docked by that plant. Later, the French ship Duguay Trouin and French bark Edouard Detaille will be lifted for cleaning and painting, that they may load wheat for the United Kingdom and not be hampered on the voyage by growth on their hulls.

PORT TO CONSIDER CHARGES

Request for Lower Pilotage Will Be Investigated.

If a request is made by Frank Waterhouse & Company for a further reduction in pilotage charges for handling vessels from the sea to Astoria and return, which were lowered about a year ago to half of the former rate, the Port of Portland Commission will probably consider general port charges before passing on the request. When that subject is taken cognizance of, officially it will not be merely to compare charges of Portland and of Puget Sound stevedores, as has been done this week, but data of an independent character are to be obtained. The Waterhouse interests will not be given a special rate exclusively. Should the tariff be altered it will be

CONFERENCE CALLED AT OREGON CITY PROMISES EXCITEMENT

Conference Called at Oregon City Promises Excitement. RETAIL DEALERS ANXIOUS As Greater Proportion of \$400,000 to be Expended Will Go to City Business Men Desire Construction Start Soon as Possible.

OREGON CITY, Or., Sept. 8.—(Special.)—The local business men of Oregon City regarding the building of the canal on the east side, around the Falls of the Willamette, President Hedges of the Commercial Club, has called a meeting of citizens for 7 o'clock tomorrow afternoon at the Commercial Club. It probably will be one of the most important meetings ever held in this city, as a lively debate is expected.

Mr. Hedges has taken this action because of the persistent rumors for the past week that the residents of the city do not want the canal on the east side. Representatives of the United States Engineering Department will be in the city tomorrow and it is the desire of the management of the club to give them a record of the wishes of the people, that the Government may fully informed before the work is started.

W. P. Hawley, president of the Hawley Pulp & Paper Company, has announced that the building of the canal will give impetus to the business of the company that it will discontinue operation, and it is said, the officers of other mills fear the proposed works will give trouble to their business. On the other hand, it is contended by representative citizens, that the work will be of little, if any, incalculable to the mills, and the benefit to the city will be so great that all patriotic citizens should do everything possible to obtain the canal on the east side.

Representatives of the Government, who have been here, have intimated that under no consideration will the existing canal and locks on the west side, owned by the Portland Railway, Light & Power Company, be purchased by the Government. It is said if the canal is not built on the east side nothing will be done, and the \$300,000 appropriation by the state and an appropriation of the same amount by the United States Government will not be used.

The officers of all the mills that will be affected by the canal have been invited to be present.

That meeting will be one of the most exciting ever held in this city is conceded. It was largely through the efforts of the Commercial Club that the city has been able to obtain the canal on the east side. Representatives of the Government, who have been here, have intimated that under no consideration will the existing canal and locks on the west side, owned by the Portland Railway, Light & Power Company, be purchased by the Government. It is said if the canal is not built on the east side nothing will be done, and the \$300,000 appropriation by the state and an appropriation of the same amount by the United States Government will not be used.

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ONE BODY WANTED

Mayor Would Consolidate Two Charter Commissions. WORK DEEMED USELESS

Rushlight Declares City's Interests Will be Served Better if Both Unite in Law-Framing. Present Way Confuses.

OREGON EXHIBITS ASKED

Realty Men Call Meeting to Provide for Chicago Land Show.

FIRST DENTIST TO PRACTICE IN PORTLAND SINCE AGE OF NINETEEN-TWO.

Dr. E. H. Griffin, 92 years old, who died in this city September 1, was one of the early pioneers of the city.

SEATTLE PRICES HAVE AN UPWARD TENDENCY.

Peach Receipts Are Large, but Former Prices Are Maintained—Poor Demand for Grapes.

EGG STOCKS ARE SMALL

meeting Monday, asking the various commercial and domestic associations of the city to unite in planning an extensive exhibit at the United States Land and Irrigation Exposition which will be held at Chicago from November 18 to December 9.

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SEATTLE, Wash., Sept. 8.—(Special.)—The supply of fresh local eggs has dropped off to such an extent and the demand keeps active that prices are being maintained.

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Yes, Swisco Will Grow Your Hair

Prevents Baldness And Dandruff. Restores Gray Or Faded Hair To Its Natural Color.



Swisco stops dandruff quickly, grows new hair and restores gray and faded hair to its natural youthful color.

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DR. GREEN'S SYSTEM OF MAN BUILDING

THE SPECIALIST WHO CURES.



It matters not what your ailment is, nor who has treated it, if it is curable we will give you immediate benefit and a quick and lasting cure.

Do not allow money matters to keep you from getting well. We charge nothing to prove our method.

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