MERRY RATE WAR SEEN IN DISTANCE

If Defy of Puget Sound Tugboat Company Holds, Portland May Get Benefit.

PLAN IS ATTRACT SHIPPING

Superintendent Campion, of Port of Portland Towage and Pilotage Service Issues Orders to Let "Them Show Their Hand."

OPPOSITION WELCOMED AS MEANS OF LOWERING PORT CHARGES.

Commissioners of Port of Portland welcome opposition of Puget Sound Tugboni Company as means of low-ering port charges. Superintendent Compton authorized employ two additional pilots, mak-

ing air in service.
If Puget Sound Tugboat Company te caught lowering raise, published tariff will be out in half for benefit of

Orders given to provide efficient rolls at any cost and no change will be many in any rates at present.

the Puget Sound Tugboat Com-

pany has shaded towage tariffs into the Columbia River 5 per cent, as reported yesterday, and that corporation persists in remaining in business, there will be a merry rate war precipitated, not with the idea of driving out the interlopers, but with a view to forcing rates down to the lowest point to attract shiping to Portland as the cheapest harbor on the Coast.

When Harry F. Camplon, superintendent of the Port of Portland towage and pilotage service, officially informed the Commission yesterday that the Puset Sound Tugbeat Company had allently dispatched the tug Tatoosh to the gateway of the Columbia River and had towad into the stream the only sailing vessel to arrive within the past two days, the information was received with enthusiasm.

"Let them show their hand. If we "Let them show their hand. It we are offered tows and the opposition lakes them for less, let the business go. Give as efficient service as possible. Keep the pilots. Stand on your tariff and regulations. If you lose business, it is all right and don't mind the cost."

Free Towing May Be Advertised.

Ruch were the instructions given Su-perintendent Campion by President Mears and joined in by the entire per-sonnel. Acting on the assumption that as the Harriman interests had steadily

sonnel. Acting on the assumption that as the Harriman interests had steadily lost in towing on the har and in the river for years, and that the first year's work of the Port of Portland showed a deficit of \$19.00, the Board is apparently receiving the competition with a spirit that is for Portland to get the benefits of the lowest rates. It was even hinted that, if need he, free towing would be advartised.

One incident in connection with the arrival Tuesday of the Russian bark Itabel Browne from Callao was recounted by Mr. Campion that, may change the complexion of things off the river. When the vessel appeared she was boarded by Captain Staples, a Port of Portland pilot. The captain of the chip refused to he towed in by a Commission tug and employed the Tatoosh. As Captain Staples is compelled, under the Oregon laws, to pilot any vessel under his certificate, he brought her in and now the Commission will present a bill to the ship for pilotage and libel her, if necessary, to collect it. The opposition is reported to be negotiating with Pilots Gus Anderson. George W. Wood and A. C. Cann to enter its service and Mr. Campion was authorized to increase his pilot staff to six men and guarante them salary for nine months of each year. He said that the tug Onesonta required docking and minor repairs and was instructed to have the work done without delay.

Public is Cansidered.

Public Is Considered. "We are not solely in the towing business, but are here to get the best service for the public," was the comment and the tugboat concern will be given every opportunity to excel in accommodation. It has the fastest tugs, they are better equipped as regards fuel capacity and have wireless apparatus so they can communicate with approaching carriers similarly geared and with those features to offset the Commission intends to keep up its and

of the fight. "When the O.-W. R. & N. was handling the towing the Puget Sound Tug-beat Company sent the Tatooah to the river and towed in opposition so the railroad interests chartered her as a means of ending the fight, and it looks as if that was the plan now," com-mented Captain Shaver. "They surely did not come for the profit there is in it, for it has been proved a losing

proposition is for the public good and we should not object," said Commissioner Dodge.

No Hurried Action Expected. "We should not act hurriedly, but wait for a month and watch develop-ments," suggested Mr. Mears. "Let them have the business and we won't need to operate so many vessels in the future." was the comment of Commissioner Goodman. It was said that the opposition had

secured contracts with European owners of vessels so that they would

contracts with European contracts with European secured contracts with they would tow fully 75 per cent of this season's grain fleet into the river, which Mr. Campien pointed out as a certain reason why the Port would lose money if the present fleet of tugs and the pliot schooner was kept in commission, but the Board was detidedly against a diminishment of the force. It was also as emphatically made known that the Board would countenance no promise of a reduction or rebate to skippers who might seek to make the most of the opposition, until such time as it was decided to lower the tariffs in regular form. Under the circumstances the Puget Sound Tugboat Company has everything in its favor so far as it can handle the business with the Tatoosh, and when the ness with the Tatoosh, and when the Gollah is sent around the two of them can care for the fleet inbound, as hawser charges will be less and towage to intermediate points on the river lower, regardless of whether existing tariffs otherwise have been cut 5 per

Sinking has been begun on catsson blood diseases by its No. 5, of the Broadway bridge project, which will mark the location of pler No. 5, the last of the foundations to be

sunk in deepwater and President Stewart, of the Union Bridge & Construction Company, said yesterday that he expected to announce that the pier was "landed" in a month. As the sandhogs have only begun their labors on the bed of the river at that point, which will designate the west end of the draw span, it is not known what character of material will be encountered. It is hoped that there will be no more cement gravel to go through as its removal proved a laborious task on the other piers.

Pier No. 2 on the West Side to be sunk in terra firms, on the west side of Front street to the rear of Albers' dock, has also been started, but the concrete work there will be largely below the surface, only two huge cylinders appearing above the ground and towering to meet the bridge roadway. Between the roadway and the street there is to be a clearance of 25 feet. Pier No. 2 in the yards of the Northern Pacific Terminal Company, has been finished, except to raise the cylinders and complete that part of the steel foundation that will support the superstructure. The contractors are making prograss on all parts of the undertaking and they may hid on the erection of steel, which will start as

STEAMER INTELLIGENCE. Due to Arriva. Alliance
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Name Tosemite. Golden Gel Anvil Carlos. Tillamess. Etrathlyon Allfance. Hes et Ene H. Ein Hreakwaite. Gee, W. El Hess. Orterie.	For Data. San Francisco Sept. 21 a Tillamonia. Sept. 22 Randoss. Sept. 23 Randoss. Sept. 23 Coullis. Sept. 24 Horskoag. Sept. 25 Horskoag. Sept. 25 Horskoag. Sept. 25 Horskoag. Sept. 25 Jan Fedro. Sept. 25 Coos Bay. Sept. 25 Coos Bay. Sept. 26 Coos Bay. Sept. 27 San Fedro. Sept. 27 San Fedro. Sept. 23 Manila. Sept. 30 Manila. Sept. 30
Falcon	San Francisco Oct. 2
Boundes.	San Diego Oct. 4
Sty EJM	Manila Oct. 30

soon as material can be contracted for and delivered.

BRANDT ACCUSES SANDSTROM

Differences Between Skippers May Be Aired Before Inspectors.

Events following the breaking of the howsprit of the barkentine Georgina Friday evening, when it was struck by the steamer Ocklehama as the vessel was being towed from the public dry-dock, have lead to charges filed by Captain C. W. Brandt, of the Georgina, against Captain Sandstrom, of the Ocklahama. A hearing probably will be set on the return of Local Inspec-tors Edwards and Fuller from Coos

Captain Brandt recites that he made Captain Brandt recites that he made the journey from the city to the dry-dock on the Ocklahama and that he left several packages aboard her for which he went after the Ocklahama had shifted the barkentine and that while on board he was ordered off by Captain Sandstrom, who struck him several times, causing him to lose a

few teeth.

Captain Albert Crowe, representing the San Francisco Board of Marine Underwriters, has condemned the bowsprit and ordered that a new one be shipped before the Georgina salls. She is loading at Knappton for the West Coast. It is estimated that the repairs will cost \$200.

Independent Bar Pilots at Work. ASTORIA, Or., Sept. 20.—(Special.)— Captains Gus Anderson and H. A. Mathews are now working as inde-pendent bar pilots and are running on the opposition tugocats.

Movements of Vessels.

Movements of Vessels.

PORTLAND, Hept 20.—Arrived—Steamer Beaver, from Sap Pedre and San Francisco; steamer Temple E. Dorr, from San Francisco; steamer F. S. Loop, from San Prancisco; steamer S. S. Loop, from San Prancisco; steamer Bosan Pedro; steamer Romancke for San Diego and way ports; steamer Falcon, for San Francisco; steamer Bromoke, for San Diego and way ports; steamer Falcon, for San Francisco; steamer Bromoke, for Hoquiam.

Astoria, Sept 20.—Condition at the mouth of the river at 2 P. M., smooth; wind, northwest 16 miles; weather, cloudy. Arrived down at 4 A. M.—Steamer Breakwater and Stanley Dollar, Arrived at 5 and left up at 3 A. M.—Steamer Beaver, from San Francisco. Arrived at 7 and left up at 10 A. M.—Steamer Temple E. Dorr, from San Francisco. Salled at 7 A. M.—Steamer Elmore, for Tillamook, Arrived at 10:12 A. M.—Steamer Breakwater, for Coos Bay, Balled at 2 P. M.—Steamer Breakwater, for Coos Bay, Balled at 2 P. M.—Steamer Breakwater, for Coos Bay, Balled at 4 P. M.—Steamer Brancisco, Salled at 7 A. M.—Steamer Brancisco and San Francisco and San Francisco and San Francisco and San Francisco, San Francisco, Espt. 12.—Arrived At and left up at 5 P. M.—Steamer Eos City, for San Francisco, Sept. 12.—Arrived Steamer Biversice, from Portland, via Aberdeen, Salled at p. M.—French bark Duguay Trouin.

San Francisco, Espt. 12.—Arrived Steamer Biversice, from Fortland via Aberdeen, Sept. 12.—Arrived —Gescline schooner Anvil, from Portland.

Dunadin, Sept. 12.—Arrived —Gescline schooner Anvil, from Portland.

Dunadin, Sept. 13.—Arrived —Gescline schooner Anvil, from Portland.

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Dunadin, Sept. 13.—Arrived —Steamer J. B. Steamer, Forn Portland.

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Dunadin, Sept. 13.—Arrived —Steamer J. B. Steamer, Forn Portland.

Perchand.

Aberdeen, Sept. 18.—Arrived—Steamer J.

Sistann, from Portland.

Sistann, from Portland.

Sistann, from Portland.

San Francisco.

Sept. 20.—Arrived—teamship Asor, from Tala Bay; Riverside, rem Grays Harbor; Williams, from Willapa; Bitabeth Filipid, from Handon.

Sailed—Steamship Mattal, for Wellington; an Pedra, for Coos Bay; Honoluluan, for senolulu; Marrestick, for Seattle; General inhard for Astoria.

Yokahoma, Sept. 20.—Arrived previously—merica Maru, from Ban Francisco; Canada aru, from Tacorna.

London, Sept. 20.—Salled—Crown of Galla, for San Francisco.

Yokahoma, Sept. 20.—Arrived previously—in San Francisco.

Tides at Astoria Thursday. 13:20 A. M. . . 8.2 feet 6:08 A. M. . - 4.1 foot 6:20 P. M. . . 1.7 feet

Edlefenn delivers dry fuel ties.

Commission Decides to Build 30-Inch Suction Dredge; Columbia Duplicate.

VESSEL'S DEMAND SHOWN

Need of Additional Digger in Port Fleet Next Season So as to Have Sufficiently Deep Channel by Time Canal Is Completed.

Two hours and a half were passed yesterday by the Port of Portland Comviously arrived at by their predoces-sors, to build a 30-inch suction dredge to be a duplicate of the Columbia. Tomorrow President Mears and Commisslopers O'Reilly, Shaver and Didge will journey to Kalama, accompanied by Engineer J. B. C. Lockwood, who has drawn the plans and specifications for the proposed new digger, to glean an

the proposed new digger, to glean an idea of her construction and capacity. No definite stand was taken regarding the building of a steel stern-wheel towboat. Commissioners Shaver, O'Reilly and Pease being named as a special committee to pass on the plans and specifications of C. H. Norriin, marine architect, and report at the next meeting. The committee also will recommend to the board whether there is thought to be sufficient demand for the vessel at present.

thought to be sufficient demand for the vessel at present.

At the outset of the meeting it was shown through a financial report that there was \$192,000 available for the dredge, with more money assured after the collection of taxes begins in February. The cost of the digger is estimated at \$225,000 and eight months will be required in which to complete it. It was also made known that if the tax levy for 1911 was the same as for 1916 the Commission would be credited with close to \$500,000. The dredge is to be paid for as the work progresses each month, and 15 per cent is to be withheld until the contract is finished.

Pease at First Opposed Beal.

Commissioner Pease expressed himself as opposed to the building of the dredge, because it was assured that the Government would construct two 74-inch suction dredges for use in establishing a 30-foot channel from Portland to the sea. He said that if the project was to be undertaken by the United States Engineer Department there was no reason why the Port of Portland should shoulder the expense. When it was explained by Mr. Lockwood, who is also designing for Government dredges, that they would not be completed in less than two years and there would be need of an additional digger in the Port fleet next season so as to have a sufficiently deep channel by the time the Panama Canal is opened. Commissioner Pease withdrew his objection.

"With the dredge Portland rapidly nearing the point of being useless in wide channel work, the prospect of larger vessels coming when the Canal is through and the consequent demand for better water, the Port certainly requires another dredge," said Mr. Moore. The cost will be approximately eight-tenths off a milli on last year's assessed valuation and the question is whether the outlay is worth it as a matter of insurance." The vote following a general discussion and many explanations by Mr. Lockwood, was unanimous and it is fully expected that an early report will be made on the plans, so changes may be made, and bids asked for as soon as practicable.

When the matter of building another sternwheel steamer came up. Commis-Pease at First Opposed Deal.

When the matter of building another sternwheel steamer came up. Commis-sioner Shaver remarked that he had sloner Shaver remarked that he had studied the plans and specifications for a week and desired more time in which to examine them before discussing the matter, but that in his opinion the designing engineer, C. H. Norrilin, had left many features to be decided when construction is actually under way. Mr. Norrilin said that before completing the plans he had discussed the proposed vessel with some of the most experienced men on the river. When asked by Commissioner Shaver if he had designed other steam vessels he said he had planned and superintended the tug Oneonta which is in service at the mouth of the river for the commission.

"Well, she came near being a failure, didn't she?" asked Mr. Shaver.

Narrilin's Retort Quick.

Norrlin's Retort Quick.

ure, didn't she?" asked Mr. Shaver.

Northa's Retort Quick.

"Not by a long shot," was the retort of Mr. Norrlin and the subject practically terminated with the suggestion of Commissioner Dodge that when the work is started a committee be appointed to insist on all features of the contract being met. The plans were accepted by the old board and bids advertised for, which were to have been opened March 3, but as the question of the constitutionality of the Port of Portland act was then before the Supreme Court the tenders were returned unopened.

Among routine matters was a reduction of one-half in the rate charged owners of the steamer San Jacinto for discharging her lumber cargo on the public drydock, as it was shown that the vessel had been taken on the last pontoon instead of the first, so she could have discharged the lumber aboard another vessel instead of leaving it piled on the drydock and thereby be a weight to be lifted as well as the vessel.

Frank W. Tower, a part owner in the steamer Aurelia, which went ashore recently on Clatsep Spit, was the author of a communication in which he complimented Mr. Campion highly for ald given the vessel and commented in the same tone on the individual efforts of Captain Parsons, of the tug Onconta, and her orew.

On request of Captain J. J. Reynolds.

and her crew.
On request of Captain J. J. Heynolds, of the Oregon Naval Militia, a charge of \$74.35 for piloting the cruiser Boston at the entrance of the Columbia

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Sandhogs doing last work

Bridge to Be Finished at Once.

Sinking has been begun on calson no. 5, of the Broadway bridge project, which will mark the location of pier No. 5, the last of the foundations to be



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on the occasion of her cruise to Coor Bay was cancelled.

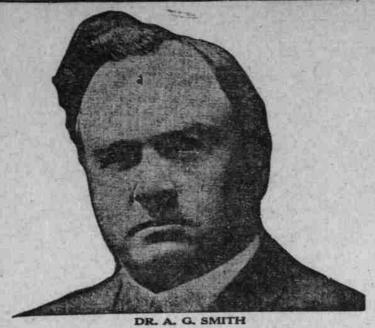
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MEAKINESS.

Mentally strong, but vitally weak is

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Mentally strong, but vitally weak is the sed condition of many men who, eager to have their strangth restored, become easy victims to the quacks who promise to make young men out of old and descrept ones and who, for the consideration of a few miserable dollars, offer to find the fountain of youth for the aged and helpless. You take the quack's promise, he takes your money. That's all you get—no result—just his promise. A fool and his money are soon parted. Why play the fool forever? There are many distinct local conditions and causes of weakness. It cannot be cured by interpal medicine, but by local treatment only. The cause must first he descrimined and until this is done, no cure can be effected by local or any other treatment. I do not use a single dos of internal medicine, and yet without it. I absolutely and permanently restore complete vitality in every cas I accept for treatment, which is the best evidence of the truth of my contention. My TREATMENT MAKE.

MEN STRONG. It is unfailing and absolute it is painless and permanent and given under my absolute guarantee. The quacks who pretend to cur and given under my absolute guaran-tee. The quacks who pretend to cur-you as I do, bogin drugging with pow-erful stimulants, just as soon as they enceed in separating you from your money. I can do no more than caution you against them.

BLOOD POISON. Guacks reap a harvest by pretending that every little rash, skin eruption or pimple is a symptom of blood poison. The Wassermann blood test tells you whether or not you have the disease. The doctor may its, but the test never does. This test is yours at my office for the naking. I use the new German Remedy and introduce it directly into the blood. From my experience with it I am prepared to say it is no longer an experiment but a positive cure and a blessing to mankind. It is the sulvation of the human race. My equipment for the proper administration of this remedy is the finest in Oregon and second to none in she United States. You are quite welcome to bring your family doctor with you and I will be pleased to have him present during your family doctor with you and I will be pleased to have him present during your family doctor with you and I will be pleased to have him present during your family ment.

ment. I also treat all diseases of men, including obstructions, Bladder, Ridney and Prostatio disease. My treatment for Piles and Fistula is absolutely painless, does not detain you from your rot home and a permanent ours is effected without the aid of a kmife. You Are Always Welcome to Consultation and Explanation.

My office is open all day from 9 A. M. to 8 F. M. Sundays from 10 to 12 All correspondence treated confidentially. Letters sheerfully answered.

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