

TEAL SOUNDS NOTE TO SHIPPERS HERE

Business Interests Should Probe Embargo Placed Against Portland.

SCHWERIN'S WORD QUOTED

In Sworn Statement Before Senate Pacific Mail Service Was Claimed Solely as San Francisco Interest.

That it is the duty of Portland through the Chamber of Commerce to investigate alleged discriminatory customs methods at San Francisco and Seattle as brought out in a recent statement made by R. P. Schwerin, vice-president and general manager of the Pacific Mail and Portland & Asiatic Lines, is the opinion of J. N. Teal, chairman of the transportation committee of the chamber.

Further, Mr. Teal believes, if it is found that the rule as to bills of lading and through shipments applies only to Portland and not to other Pacific Coast ports, the matter should be taken up with the Treasury Department at once and the embargo removed.

Statement Backed by Oath.

As to Mr. Schwerin's position in the matter, it is recalled that he made a sworn statement before the committee on inter-oceanic canals of the United States Senate, March 10, 1910, relative to the operations of the Pacific Mail Steamship Company. Although considered an unusual procedure, the committee insisted upon being sworn before making his statement. Among other things he swore to the following: "I want to say in regard to this that the Pacific Mail Steamship Company has for 50 years been absolutely a San Francisco organization. There is not any question on this, there should not be any mistake about it. It is not a Tacoma, Seattle, Portland, Los Angeles or San Diego institution—it is San Francisco, lock, stock and barrel. As stated, the Pacific Mail has worked to the interests of San Francisco. I am frank to say that I did my level best and, just as long as I am in this business, I am going to do my level best to keep San Francisco the queen of the Pacific."

In commenting upon Mr. Schwerin's statements and his communication, Mr. Teal yesterday said: "I wish every resident of Portland, every Oregonian and every citizen of the Northwest, would read and understand these statements of the dominant Mr. Schwerin, the representative of the interests owning the Pacific Mail, until they are firmly fixed in his memory. Why should Portland constantly feel itself? Must Portland citizens wait until all the shipping is gone before they act? Must we be knocked on the head and dragged to the altar of the Chamber of Commerce and the Pacific Mail Steamship Company are the interests which Mr. Schwerin, and those he represents, propose to protect?"

Portland Men Awaken.

"Yet, Mr. Schwerin, thus glorying in the fact that a public carrier existed for no other purpose than to favor a particular place, has for months haunted the Chambers of Commerce, doing all in his power to prevent the passage of an act inhibiting the use of the Panama Canal by railroad-owned boat lines. What more proof is required to show the use to which these railroad-owned boat lines are put?"

"We know their purpose on our rivers and we have Mr. Schwerin's oath as to his purpose in the operation of his line. The Northern railway lines have their steamers out of Puget Sound ports, and it is time that Portland was awakened to the fact that it is being discriminated against and that it is being discriminated against and that it is being discriminated against."

"If what Mr. Schwerin says is true, and he swears to it, possibly he was looking for trouble at the Portland Custom House. It is possible that he did not want the line to pay."

Probe Must Be Thorough.

"The investigation should not be merely on the surface, for sometimes things are not what they seem, but it should be thorough and the real facts ascertained at once. Such an examination should be conducted by an expert who could not be fooled by appearances."

PANAMA SERVICE BID FOR

Postal Department Will Make 10-Year Contract With Provisions. The United States Postoffice Department is advertising for proposals for ocean mail service between Portland and Panama. Contracts will be made for ten years, the service to begin not later than January 1, 1915. Vessels of the second and third class will be employed and the time fixed between the two points is 15 days.

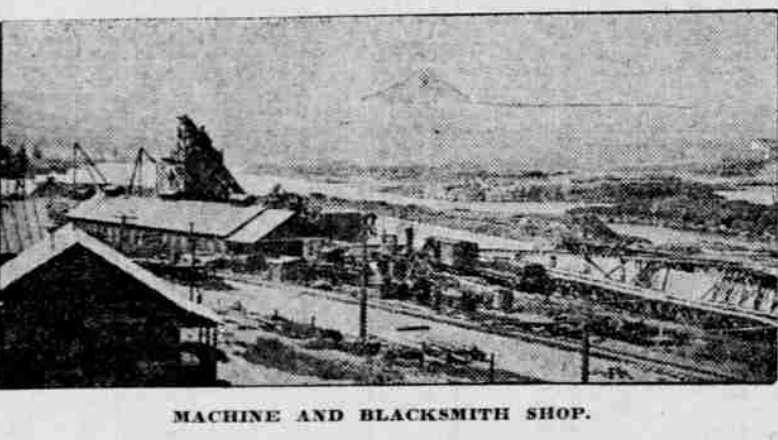
PHOTOGRAPHS SHOW PROGRESS ON BIG EDDY CANAL.



BLASTING ROCKS FROM RIVER BED.



PART OF CANAL UNDER CONSTRUCTION.



MACHINE AND BLACKSMITH SHOP.

T. R. HERE SEPT. 11

Portland Bull Moose Plan for Reception.

LONGER VISIT IS SOUGHT

Effort Made to Extend Visit Here Until Midnight, When It Is Proposed Special Train Shall Start Him East.

Conference to Be Held Today.

Arrangements were made for a conference today between Vancouver and Portland Bull Moosers at which the proposition of Vancouver borrowing a visitor for a few hours will be considered. Dr. Coe says no arrangements of the kind can be made unless the Washington people are willing to accept the Colonel for a short time in the morning.

Efforts were made by Dr. Coe by telegraph last night to have the itinerary changed so that Roosevelt might remain in Portland until midnight instead of being required to leave on the regular train at 8 o'clock. If this arrangement can be secured to take the Colonel East. The arrangement will also make possible a meeting in Pendleton. The 8 o'clock train is taken by the Colonel will pass through Pendleton about 5 o'clock the following morning, too early for a meeting. Inasmuch as he has refused to make any rear-platform speeches, the itinerary plan at present would eliminate Pendleton from the list of cities to be visited.

Arrangement Committee Named.

Dr. Coe last night appointed the following local committee on arrangements: A. E. Clark, C. W. Ackerson, George W. Joseph, Sanfield McDonald, Will H. Daly, M. L. Holbrook, Dan Kellaher, George Arthur Brown, Lute Pease and Mrs. Abigail Scott Dunway. The committee will meet tonight after the Bull Moose mass meeting at the Washington High School and arrange a reception for the Colonel. Dr. Coe has suggested that 50 vice-chairmen of the entertainment committee be appointed and that a reception committee of 500 be named.

Tentative Plans as Suggested are for a demonstration at the Union Depot

when the ex-President's special arrives. Following this a parade through the main streets has been suggested, to be followed by a public reception. A mass meeting probably will be arranged for the early part of the evening, so that, if necessary, the 8 o'clock train can be taken by the Colonel. If the itinerary can be changed the mass

meeting will be held later in the evening.

VANCOUVER WANTS COLONEL

It is Likely Distinguished Visitor Will Speak at Fair.

VANCOUVER, Wash., Aug. 18.—(Special.)—Theodore Roosevelt, it is confidently expected, will deliver an address at the Clark County Fair here September 11. Final arrangements for the hour and other details for the address will be made tomorrow in Portland by Dan Kellaher, president of the Progressive League, and L. M. Loper, secretary, and George P. Larsen, manager of the Clark County Fair.

Wednesday, September 11, will be Grange day at the fair, and Grangers will be here from Clark, Gwilt and Skamania counties in large numbers, in addition to the regular attendance, which this year will be unusually large, judging from present indications.

Telegrams were received today from O. K. Davis, secretary of the Progressive, or Bull Moose Party, in New York, telling of the coming of the ex-President of Colonel Roosevelt, and stating he will be in Portland, September 11.

It is planned to bring Mr. Roosevelt to this city in an automobile from Portland. A large grandstand is now being built at the Clark County fair grounds, and other seats will be provided for the immense crowd.

TIMBER TITLE CLEARED

CONGRESS DECIDES OWNERSHIP OF 390,000 ACRES.

Oregon Lumber Industry Will Benefit Largely Through Passage of Measure.

The passage by both Houses of Congress of the bill for the relief of innocent purchasers of timber lands and its probable approval within a few days by President Taft will not only remove a cloud from the title of 390,000 acres of some of the best timber land in Oregon but will give a substantial impetus to the logging and lumber industry of the state.

The lands are part of those involved in the grant to the Oregon & California Railroad and a suit for the forfeiture of which is now before the United States District Court, the Southern Pacific Railway Company being the party defendant. Previous to the institution of this suit, the railway company had disposed of these 390,000 acres to individuals and corporations.

The larger holders of these lands to be benefited by the bill are the Booth-Kelly, Hammond and Wentworth companies, which have grown up in the lumber business have been retarded because of the uncertainty as to what would be the result of the suits. The lands are all in the Cascade Range and in every county except Clatsop.

In several instances thriving lumbering communities have grown up on the construction of mills, and it was on this account that Congress favorably acted on the bill for it was seen that the prosecuting of the suits would do a great injustice and tie up the industry for an indefinite period. Now it will be possible to borrow money on the property for the purpose of its development, resulting in thousands of men receiving employment.

CARD OF THANKS.

We wish to thank my many friends for their kindness during the illness and death of our beloved wife and daughter, Mrs. Mable Davis. MR. H. L. DAVIS, MR. AND MRS. VAN FLEET AND FAMILY.

CANAL WORKS ON

Dalles-Cello Project to Be Pushed Ahead.

FULL CREW WILL BE 700

Heaviest Operations to Come in This Year's Allotment—Next Period Will Be Devoted to Finishing Touches.

THE DALLES, Or., Aug. 18.—(Special.)—With \$700,000 now at his disposal and a prospect for an appropriation of \$1,000,000 at the March session of Congress, Captain H. H. Robert, chief engineer in local charge of The Dalles-Cello canal, predicts that the work on this project will continue uninterruptedly until the waterway shall have been completed, which will probably be within two years. The appropriation received recently is \$100,000 more than the 1911 allowance, and should the \$100,000 asked for be allowed by the next Congress the work can be pushed to the limit with a full crew of men, until the job all of the time until it is finished.

Around the headquarters and the repair shops everyone is busy these days getting dumpcars, and other paraphernalia in shape for the work. One hundred men are now employed and plans are being made for assembling a full force within the next two weeks. The greatest amount of excavation work to be done is about midway between Cello and Big Eddy, where there is 1,200,000 cubic yards of rock to be removed. Of this vast amount the largest part will be handled within the next 12 months, the allotment for that time being 400,000 cubic yards of rock, 200,000 yards of miscellaneous formations, 200,000 yards of sand and gravel. The great tandem locks at Big Eddy will also be completed this year, and will be the second lock at Five Mile, with the exception of the construction of the gates.

Finishing Work to Hold Over.

A great amount of finishing work, such as the lining of the great culverts, where the locks are to be installed, with concrete and the building of retaining walls or linings along the canal, where fills have been made, will remain to be accomplished during the lower locks and Five Mile, camp No. 10.

Experiments will be carried on this year as to the best methods to be used in building walls to retain sand and gravel. Guess work in this important matter does not go. The engineers lay several methods and will adopt the one proving most efficient.

The drafting department is now busy working on the plans and specifications for the construction of an immense lock, which will be used in place of a lock, and a portion of these will be paid for out of this year's appropriation. The big valve will also be installed, and the specifications, as well as the maneuvering machinery to open and shut the lock gates and valves.

Sand dunes at Summit will receive attention this year. The great piles will be leveled off and will be covered with rock taken from the excavation. Notwithstanding the shifting sand, the dining rooms and bunkhouses of the camp are being spotless. The floors are scrubbed until they practically shine, and the kitchen is a model for cleanliness. There is absolutely no waste here, and a refrigerator where fresh meat is kept in the heat of condition, and a bakehouse with a specially constructed oven. There is absolutely no waste here, and a refrigerator where fresh meat is kept in the heat of condition, and a bakehouse with a specially constructed oven.

Accommodations Are Good. Near the great camp on the Big Eddy is the washroom for the laborers. Here again is the spotless condition prevalent. Besides the individual wash and showering and a full toilet, there are four shower baths and Capt. Robert says they are in constant use.

The Y. M. C. A. building at Big Eddy is also an important feature of the camp. It contains billiard and pool tables, punching bags, various kinds of paraphernalia for athletic care, and other forms of amusement. There is an extensive reading-room where all of the latest papers and magazines may be obtained and a bank where the canal workers can deposit their money.

A laboratory has been established where every kind of cement entering into the work is tested for strength and durability. Small briquettes of white cement and others of different proportions of cement and sand have been made and stored and, at different times, are tested. These records are carefully kept and will, at some future time, be printed in a report which will be available to all persons interested. Some of the briquettes on hand have been tested after a period of 18 months and others more than three years old are still held.

Marine Notes.

The steamer Sue H. Elmore arrived yesterday from Tillamook with a cargo of dairy products. E. W. Wright, manager of the Merchants Exchange, was a passenger on the Breakwater for Coos Bay. The British steamship Purley, which loaded wheat at this port last year, is reported to have received a similar charter.

The German steamship Sisk, which took on a partial cargo of lumber at Eureka for the Orient, will finish at the Columbia River. Captain Henry Peterson has succeeded Captain Hansen as master of the steam schooner Carlos.

The Norwegian steamship Solvogn, now taking on fuel coal at Nanaimo, is due to arrive this evening to load lumber for Fremantle, Australia. The steamer Breakwater sailed yesterday morning for Coos Bay with 60 passengers and a full freight.

The third of the Hammond log rafts to leave the Columbia River this year started for San Pedro yesterday in tow of the steamer George W. Fenwick. The steamer Rosnoke arrived last night from San Pedro and San Francisco with a large freight and passenger list.

The British bark Lord Templeton, which is loading coal at Newcastle, N. S. W., for San Francisco, is reported to have been chartered to load lumber out of this port.

The steam schooner Graywood, which arrived on Saturday from San Francisco, discharged yesterday 100 tons of dynamite on a barge for use at one of the down river quarries at Coos Bay. The steam schooner Wasp was leaving Grays Harbor on Saturday for San Francisco with a cargo of lumber she ran aground and it will be necessary to discharge her cargo before she can be floated.

Captain Albert Schultze, of the Ger-

Great Rummage Sale of Women's 25c to 50c Hose at 15c Pair Demonstration American Beauty Electric Sad Irons—3d Floor

Olds, Wortman & King The Big Fashion Shop in the Heart of the New Retail Shopping District

Rummage Sale! Great Sacrifices in Odds and Ends, Remnants, Etc.

A partial list of today's Rummage Bargains condensed for busy people to read over their morning coffee—

Sales Begin at 8 o'Clock

Hurry, Hurry—Be Among the Early Shoppers!

- \$40.00 Tailored Suits \$12.85 Women's Wash Dresses \$2.98 \$68.50 Tailored Suits \$24.85 Sateen Petticoats, spec'l at 98c Women's \$6.00 Waists \$3.00 Women's Long Kimonos \$1.49 Women's \$8.50 Waists \$4.25 Women's House Dresses at 98c \$12.00 Waists, special \$6.00 Women's Crepe Kimonos \$2.19 \$16.50 Waists, special \$8.25 Women's Wool Sweaters \$2.98 \$18.50 Waists, special \$9.25 Women's \$1.25 Kid Gloves 59c \$ 5.25 Blouses, special \$2.63 \$ 6.95 Blouses, special \$3.84 \$ 9.00 Blouses, special \$4.50 \$10.00 Blouses, special \$5.00 \$15.00 Blouses, special \$7.50 \$ 6.00 Linen Suits at \$3.00 \$12.50 Linen Suits at \$6.25 \$20.00 Linen Suits at \$10.00 \$ 6.00 Linen Coats at \$3.00 \$10.00 Linen Coats at \$5.00 \$18.50 Linen Coats at \$9.25 \$25.00 Linen Coats at \$12.50 Kleiner's Dress Shields, 19c 10c Bias Seam Tape, spec'l 5c Merrick's 5c Spool Cotton 4c Duplex Nickel Safety Pins 2c 10c Pearl Buttons, a dozen 5c 65c Bristle Hair Brushes 39c 5c Toilet Milk Toilet S'p, 2 1/2c 5c Toothpicks, special at 2 1/2c \$1.25 Fountain Syringe 89c Pinnaud's Face Lot'n, sp'l 26c \$1 Hot Water Bottle, sp'l 69c 35c Beauty Pins for only 19c 69c Brooches, all styles, 39c 35c Best Hold Barettes at 15c 75c Jeweled Barettes, sp'l 39c 15c Wash Goods, sp'l, yd. 5c All Wash Goods Remnants, 1/2 \$7.50 White Petticoats \$3.45 \$8 to \$25 White Petticoat, 1/2 Lace Front Corsets, Half Price \$15 Bon Ton Corsets, \$4.49 60c Cushion Tops, special 37c \$1-\$1.25 Cushion Tops at 67c 75c and 85c Cushion Tops 44c \$1.25 Centerpieces, spec'l 83c \$2.00 Centerpieces, sp'l \$1.34 75c Centerpieces, special 49c 50c-60c Centerpieces, sp'l 39c 25c Stationery, sp'l, box 15c 1000 Curtain Ends, choice 39c \$1.25 Stationery now only 78c Basement Sale of Remnants, 1/2 36-in. Percale (Basement) 9c \$12.50 Bath Robes, ea. \$5.95 Boys' \$1.50 Shirts (Bsmt.) 59c \$1.25 to \$1.75 Umbrellas 98c Women's \$1.00 Neckwear 9c

Thousands of Unadvertised Bargains Await You

man ship Rene Rickmers and well known in this port, died on August 2 while the vessel was bound from Bremen for New York. His body was sent to Germany for interment.

The travelers, who have been operating off Cape Flattery this year, report poor success. Fully a dozen boats were out last winter for this business and it is now understood that they are too large as the fishing is best well inshore.

Oakland Hunter Badly Injured.

ROSEBURG, Or., Aug. 18.—(Special.)—Walter McCord, of Oakland, lies in a serious condition at Mercy Hospital in this city as the result of an injury sustained through the accidental discharge of a Winchester rifle. McCord was returning from a day's hunt, carrying his gun in hand, when he stumbled and fell with the result that the weapon was discharged. The bullet entered his breast and lodged in the shoulder. The injured man was brought here late last night and admitted to the hospital, where he is receiving medical attention. Although seriously wounded, it is not believed the injuries will prove fatal.

Healthy Mothers advertisement featuring a woman and child, with text: 'Women who bear children and remain healthy are those who prepare their systems in advance of baby's coming. Unless the mother adds nature in its pre-natal work the crisis finds her system unequal to the demands made upon it, and she is often left with weakened health or chronic ailments. No remedy is so truly a help to nature as Mother's Friend. It relieves the pain and discomfort caused by the strain on the ligaments, makes pliant those fibres and muscles which nature is expanding, and soothes the inflammation of breast glands. Mother's Friend assures a speedy and complete recovery for the mother, and she is left a healthy woman to enjoy the rearing of her child. Mother's Friend is sold at drug stores. Write for our free book for expectant mothers. BRADFIELD REGULATOR CO., Atlanta, Ga.'

Low Round Trip Summer Tourist Fares To the East advertisement with a table of fares: Chicago and return... \$72.50, St. Paul, Minneapolis, Duluth, Omaha, Sioux City, St. Joe, Kansas City, Winthrop, Fort Arthur and return... \$60.00, Buffalo and return... \$15.00. Includes text: 'Plan to spend a few days or weeks in Glacier National Park on your trip east. Hotel accommodations in the Park at a very reasonable expense. It is worth seeing—you can freshen up there in the heavily wooded valleys and up on the mountains surrounded by hundreds of living glaciers and deep blue lakes. Let us help you plan your vacation. Write to any Great Northern Representative for information regarding train service and trip over the Great Northern Railway with stopover at Glacier National Park.' H. DICKSON, C. P. & T. A. 122 3d St., Portland.