

FREE PILOTAGE IS ASKED BY OWNER

Waterhouse Wants Concessions for Operating Line to Oriental Ports.

OREGON CHARGE REMITTED

Payment of New Tug Probably Will Be Completed Tuesday, Total Cost Being \$234,050—Dredging Applications Filed.

Free pilotage on the Columbia River and bar and free towage for steamers shifting from one dock to another in the harbor was a request briefly considered yesterday by the Port of Portland Commission that emanated from Frank Waterhouse & Co., the corporation soliciting the concession in return for operating a line between Portland and Oriental ports.

Letters from the company's headquarters at Seattle set forth that it was "filling the breach at the most critical time" in sending steamers here when there was no regular line and that it would continue to send them when able to charter. The Fitzclarence which is now at San Francisco; the Verona and Ockley are promised, and it is said in one of the letters that efforts are being made to engage two other tramps. It is asked that the free list be extended because of the efforts to afford Portland an outlet over the Pacific, which will be repeated until a regular schedule is arranged.

Rates High Enough. "I am inclined to think that shippers of flour, wheat and lumber are paying ample rates from Portland to Oriental ports and I don't see why both the shippers and the Port of Portland should be held up," was the sentiment of Commissioner O'Reilly.

"We might just as well throw down the bars to all as to absorb charges on steamers from the sea to Portland and return," ventured Commissioner Goodman. Commissioner O'Reilly followed with the remark that if there is a subsidy to be paid for an Oriental line it should come through one source, the Chamber of Commerce, and not through several.

Manager Talbot was delegated with authority to inquire among shippers in an effort to ascertain what rates are being made on outboard cargo and how much of a bonus is being demanded for space. Waterhouse operated steamers here in a regular line when rates were low, and a concession to the Port of Portland in lowering pilotage rates on the bar and stipulating that a further reduction of 25 per cent would be allowed any line operating 12 or more vessels a year to offshore waters. Thon Waterhouse gave his pilotage to the opposition, the Puget Sound Tugboat Company.

From the views expressed yesterday it is doubtful if any elimination of rates will be authorized on behalf of that line. The Commissioners feeling that the business here and some line will come for them when a contract is entered into guaranteeing a permanent schedule and rates it will be time enough to offer inducements, they say. One more request for special consideration in the way of towage was from Taylor, Young & Company. It being asked that \$50 be returned to them for charges in towing the French bark Bousset to lower river points, where she loaded lumber. Manager Talbot had previously written the firm that no refund would be made and the Commissioners concurred in his action.

As no reply had been received from Major McIndoe, Corps of Engineers, United States Army, concerning a recommendation that a break in the St. Helens dike be repaired, so as to prevent the shoaling of the channel near there, it will be taken up again. Three items for changes on the new dredge that increased the cost, the sums aggregating \$1407.50, were allowed. The contract price of the dredge was \$234,050, of which \$193,325.95 has been paid and \$40,724.05 will be withheld until Tuesday, when a special meeting will be held to consider a report on the operation of the machine, which will be started working on the lower river today. By that time letters are to be filed by the chief engineer and the superintendent of dredging as to general conditions.

\$75,000 Insurance to Be Carried. It was decided to place insurance of \$75,000 on the dredge, as the Columbia is insured for \$50,000 and the Portland for \$25,000. A report was made by Manager Talbot to the effect that as the engine received for the tug Wenonah had not been installed by the chief engineer, it was necessary to charter the tug Star, from the Star Sand Company, at \$250 a day. She will probably be retained for a time because of the engine which was scattered, making it difficult for the tugs Wenonah and McCracken to tend them.

Applications have been received from the Southern Pacific, Spokane, Portland and Seattle, Westport Lumber Company, Eastern & Western Lumber Company, Crown Flour Mill and the St. Johns Lumber Company for dredging to increase the depths in front of their holdings, incidentally to use the material for fills, but none will be contracted until work on the channel to Astoria is finished. The question came up as to the bar pilotage charge of \$139.58 on the United States steamship Oregon, which was here during the Elks' convention and for which Portland Lodge of Elks paid the river pilotage. The Commission promptly ordered that the bar pilotage be cancelled, as had been done in the case of the United States steamship Maryland, which visited the city during the Rose Festival.

Harbor Line May Be Changed. At the request of the Commission of Public Docks the Port Commission adopted a resolution to the effect no objection was known to straightening the harbor line at the site of the proposed West Side dock, where the greatest change will be 11 feet. Manager Talbot pointed out that the water system extending to the public drydock was so constructed that each winter the flow was shut off to prevent freezing, at a point where the line crossed the O. W. R. & N. right of way and that in case of a fire it would be necessary for one of the dock employees to run some distance to the cut-off. He recommended that pipe be purchased measuring 21 1/2 feet and laid to afford protection, which was granted. He was also authorized to purchase 20-pound rails and two small cars with which to lay and maintain a track around the dock wharf on which to move heavy machine parts, work that now requires a crowd of men when a vessel on the dock has parts to go to the blacksmith or pattern shop.

Monday for tonnage found that the freight market had assumed a stiffer tone, for while sailers have been taken for loading up to the opening of the New Year, owners on the same side refused to charter at the same rate, 42s 6d., with January 31 as the cancelling date, insulating on 43s 3d. An offer was made for one vessel at 42s 6d., but was declined and she will be sent to Australia for coal. There is little probability that vessels will be taken in advance of January 1. Most firms have sought to provide tonnage for moving their holdings largely this year and unless steamers are obtained, chartering about an end, except for loading early in 1913.

Last of the disengaged steamers of the "Strath" fleet on the way to the Coast from the Atlantic side with Government coal has been fixed by Kerr, Gifford & Company at 50 shillings. The British steamer Strathroy, coming from New Zealand, has also been fixed, being credited to Strauss & Company.

FIREBOAT UPSETS A CANOE

Ed Knox Rescues Man and Woman at Early Morning Hour.

Edward Knox, of Kellogg's boat-house staff, made a long leap toward a Carnegie medal at 1 o'clock yesterday morning, when he rescued a man reported to be W. A. Shanafelt, of 598 Williams avenue, and an unknown woman, who had been thrown into the river when a canoe in which they rode was capsized by swells from the fireboat Geo. H. Williams. They floundered in the water beneath the Hawthorne avenue bridge until cries for help attracted Knox and he pulled from the boat-house, reaching them at a critical moment.

Shanafelt is credited with being a powerful swimmer and he had grasped the woman with one arm and was holding to the overhanging side of the boat, but the strain was proving too much. The Williams was responding to a fire alarm in South Portland and apparently her crew knew nothing of the accident at the time.

NEW PILE DRIVER STARTED

Strong Hull to Be Built for Government Outfit.

Having cleared the ways of vessels at his yards Joseph Stuppel has ordered that the piledriver to be built for the Government, under a contract awarded by Major McIndoe, Corps of Engineers, United States Army, be started at once. The hull will be 70 feet long, have a beam of 24 feet and moulded depth of four feet. There will be two longitudinal bulkheads of heavy timbers, drift bolted, and the cross beams and stanchions will be of material eight inches in diameter, while deck beams will be eight by six inches. The piledriver hammer will weigh 3800 pounds. Two oil tanks will be placed in the hold, each measuring 2 1/2 feet by 16 feet. The boiler will be of the locomotive type and of 40 horsepower and the engine of the American Bolt & Derrick Company 8 horse, built for a working steam pressure of 125 pounds to the square inch. Steam capstan, pumps, air compressor and other improvements will be included.

It is the first piledriver built for the Government on the Lower Williams and Columbia River project.

Marine Notes.

Advices from Wheeler, Tillamook County, state that the schooner C. T. Hill, which went on the beach a mile below the mouth of the Nehalem River a month ago and was hauled over the spit into deep water without damage, had been loaded with lumber and other cargo for the Francis T. Gray, the tug Geo. R. Vosburg, towing the barge Nehalem, left there Wednesday for Portland.

Three of the latest charters for lumber are by the Kellogg box Sander, the schooner Robert R. Hind and the barkentine Lahaina and Makawell. All will be loaded for Australia. One message to the Merchants' Exchange yesterday from San Francisco said that into two holds of the British steamer Fitzclarence, which is afire there, 14 feet of water had been pumped and that chemicals had been used effectually, so the fire was under control. The vessel has a consignment of sulphur that she is to bring here, unless all is destroyed, and she will load outward with wheat and flour for the Orient.

Coming to load for the Orient the German steamer Verona sailed from San Diego Wednesday, according to intelligence received yesterday. The British steamer St. Kilda arrived last night from Noyo via Comox. The big freighter Nevada, of the American-Hawaiian service, also reached port from Salinas Cruz via California harbors, bringing Atlantic Coast freight.

It has been decided to equip the steamer Weavon, of the Horsford fleet, with two additional hogposts, one forward and the other aft of the kingpost. She will also have new cylinders installed while at the Portland yards.

In an effort to locate waste fuel oil found on the river Harbormaster Speller sent officers in the patrol boat to Seltzer yesterday and they will continue the search in the hope of prosecuting the guilty.

Captain H. H. Roberts, Corps of Engineers, United States Army, in charge of work under Major Morrow during the latter's absence in Alaska, returned yesterday from Seattle, after having inspected preliminary work in connection with the building of the new dredge Col. P. S. Micnic. He says the keel will be laid shortly, as the Seattle Construction & Drydock Company has most of the material assembled.

Cleanances of coasters at the Customhouse yesterday included the Yellowstone for San Pedro and San Diego with 800,000 feet of lumber; Tamalpais, for San Pedro with 500,000 feet; Navy, for Hoquiam, in ballast, to load lumber, and the Alliance, for Coos Bay and Eureka with general cargo.



IT'S a far cry from the ugly little bug which eats up your cabbage plants to the American Government. Perhaps you don't know that the united army of American bugs annually destroys property the value of which would run the entire American Government.

Each bug has its own method of destruction, and what with their nibbling, their biting, their stinging, and their infecting, these tiny little pests get away with a billion dollars worth of property a year.



What the Secretary of Agriculture Says:

Department of Agriculture, Office of the Secretary, Washington, August 19, 1911. Dear Mr. Haskin: In response to your request, I have caused an examination to be made of the manuscript of your chapter on the Department of Agriculture for your book 'The American Government.' I appreciate your courtesy in giving me a chance to look this over, and find that you have stated the facts.

Very truly yours, (Signed) James Wilson, Secretary.

Fighting them, coaxing them, flirting with them, with the ultimate view of exterminating them, is just one of the thousand jobs Uncle Sam is performing for you. How he is making "bug kill bug" is just part of the fascinating story you can read in

The American Government

BY FREDERIC J. HASKIN

A Book That Shows Uncle Sam at Work

Not only does it tell you how the Department of Agriculture looks after the bug question, how it helps the American farmer to raise 3 bushels of wheat where only 2 grew before, how it is freeing the public from the annual mud tax of \$200,000,000; but it also describes thrillingly the work of all the other branches of your government. Mr. Haskin digs under the surface, and brings to light interesting facts which escape the ordinary writer. In addition to that he has illustrated his book with pictures you have never seen before.

Packed with facts, though it is, you will not have a tedious moment while reading this book.

HOW TO GET THIS BOOK

Desiring to render a great educational service to its readers, The Oregonian has arranged with Mr. Haskin to handle, WITHOUT PROFIT TO ITSELF, the exclusive output of his valuable book for Portland. Cut six consecutive coupons (see page 2) from The Oregonian and present them with 60 cents to cover the bare cost of manufacture, freight and handling, and a copy will be presented to you without additional cost. Bear in mind that this book has been most carefully written; that every chapter in it is vouched for by an authority; that it is printed in large, clear type on fine book paper and BOUND IN HEAVY CLOTH in an attractive, durable manner.

Save six consecutive coupons and present them at The Oregonian office.

EACH BOOK BY MAIL 15 CENTS EXTRA FOR POSTAGE

LYON TELLS OF PLOT

ROOSEVELT'S FRIEND RECALLS TAFT'S MEXICAN VISIT.

Story Says "Plant" Was Laid Under International Bridge Where Rulers Greeted Each Other.

While in Portland with Colonel Roosevelt, Colonel Cecil Lyon of Texas told "Steve" Connell, of the local Secret Service Bureau, "Dad" Hunter, a deputy sheriff, and two newspaper men, of an incident happening when the two Presidents met on that bridge. Examinations soon due Reed College Offers Two Competitive Scholarships This Term.

NEW TERRITORY OPENED

Re-arrangement of Freight Rates Lets Portland Compete for Trade.

Announcement was made yesterday by the freight department of the O. W. R. & N. Co. that the freight rates from Portland to Eastern Oregon has been lowered, and that Portland merchants can compete with the merchants of Salt Lake City and other Utah and Idaho points in furnishing supplies to the larger railroad camps along the line being extended through Central and Eastern Oregon from Vale to Burns. The rates heretofore have made it practically impossible for the Portland dealers to underbid the merchants of other points. Supplies have been sent into the camps from Salt Lake City over the Oregon Short Line at rates lower than they could be sent from Portland to the scene of activities over the O. W. R. & N.

EXAMINATIONS SOON DUE

Two competitive matriculation scholarships are offered by Reed College to candidates for admission who take the college entrance examinations to be held next week. A matriculation scholarship of \$300 is awarded to the candidate making the best record in the examinations and a scholarship of \$200 to the candidate next in rank. The scholarships are open to any student who is qualified for admission to the college. The examinations are to be held at Reed College, Eleventh and Jefferson streets, beginning at 9 o'clock Monday morning, September 16. Examinations will be offered in any subject listed by the college entrance examination board, provided application is received this week. A graduate of Portland Academy, Lindsey West Ross, was awarded the \$200 matriculation scholarship as a result of the examinations of the college entrance examination board held in June. Two competitive scholarships were offered at that time to students making the highest record in the college board examinations. Further information is given in the Reed College catalogue, which may be obtained on application to the secretary of Reed College.

GAS, SOURNESS AND INDIGESTION VANISH

As Soon as "Pape's Diapepsin" Gets in Stomach All Distress Is Gone.

"Really does" put bad stomachs in order—"really does" overcome indigestion, dyspepsia, gas, heartburn and sourness in five minutes—that's just that—makes Pape's Diapepsin the largest selling stomach regulator in the world. If what you eat ferments into stubborn lumps, you belch gas and urinate sour, undigested food and acid; head is dizzy and aches; breath foul; tongue coated; your insides filled with bile and indigestible waste, remember the moment Diapepsin comes in contact with the stomach all such distress vanishes. It's truly astonishing—almost marvelous, and the joy is its harmlessness. A large 50-cent case of Pape's Diapepsin will give you a hundred dollars' worth of satisfaction or your druggist hands you your money back. It's worth its weight in gold to men and women who can't get their stomachs regulated. It belongs in your home—should always be kept handy in case of a sick, sour, upset stomach during the day or at night. It's the quickest, surest and most harmless stomach doctor in the world.

THE NORTH BANK ROAD

SPEND SEPTEMBER AT THE BEACH. THE BEST MONTH OF THE YEAR.

Hotels Open All Year. Parlor Car Seats and Stairs at City Ticket Office, Fifth and Stark Streets, North Bank Station, Eleventh and Hoyt Streets.

Before publication the several chapters of the book "The American Government," by Frederic J. Haskin, were read and approved by the following authorities:

- 1. The President Approved by William H. Taft President of the United States
2. The Department of State Approved by Philander C. Knox Secretary of State
3. The Treasury Department Approved by Franklin MacVeagh Secretary of the Treasury
4. The Army Approved by Maj.-Gen. Leonard Wood Chief of Staff
5. The Navy Approved by Rear Adm'l R. Wainwright Aid for Operations
6. The Postal Service Approved by Frank H. Hitchcock Postmaster General
7. The Interior Department Approved by Carroll A. Thompson Acting Secretary of the Interior
8. The Patent Office Approved by Edward B. Moore Commissioner of Patents
9. The Geological Survey Approved by Henry C. Rizer Director
10. The Department of Agriculture Approved by James Wilson Secretary of Agriculture
11. The Weather Bureau Approved by Willis L. Moore Chief of the Weather Bureau
12. The Department of Commerce and Labor Approved by Charles Nagel Secretary of Commerce and Labor
13. The Census Bureau Approved by E. Dana Durand Director of the Census
14. The Bureau of Standards Approved by S. W. Stratton Director
15. The Public Health Approved by Dr. Harvey W. Wiley Chief of the Bureau of Chemistry Approved by Dr. Walter Wyman Surgeon General of the Public Health and Marine Hospital Service
16. The Smithsonian Institution Approved by Richard Rathbun Acting Secretary
17. The Panama Canal Approved by Col. George W. Goethals Chairman and Chief Engineer
18. The Interstate Commerce Commission Approved by Judson C. Clements Chairman
19. Our Insular Possessions Approved by Brig.-Gen. C. R. Edwards Chief of the Bureau of Insular Affairs
20. How Congress Legislates Approved by Senator Thomas S. Martin Chairman Democratic Conference
21. The House of Representatives Approved by Champ Clark Speaker
22. The Senate Approved by James S. Sherman Vice-President of the United States
23. The Library of Congress Approved by Herbert Putnam
24. The Government Printing Office Approved by Samuel S. Donnelly Public Printer
25. The Civil Service Approved by John C. Black President Civil Service Commission
26. The Supreme Court Approved by James H. McKeeney Clerk of the Supreme Court of the U. S.
27. Other Federal Courts Approved by Wilbur S. Hinman Deputy Clerk of the U. S. Commerce Court
28. The Department of Justice Approved by George W. W. Sherman Attorney General
29. The Pan American Union Approved by John Barrett Director General
30. The National Capital Approved by Cass H. Randolph President of the Board of Commissioners of the District of Columbia

Train Schedule Changes

Astoria and Clatsop Beach EFFECTIVE MONDAY, SEPT. 16

The Daily Seashore Limited

Leaving Portland 9:10 A. M., arriving Beach points at noon. Leaving Beach points evening, arriving Portland 10:30 P. M. Will Be Withdrawn

Week-End Special Continues

Leaving Portland Saturday, 2:00 P. M., arriving Beach points for dinner. Leaving Beach points after dinner, arriving Portland 10:30 P. M. Sunday, instead of Monday noon. Monday Special will be run Sept. 16.

SPEND SEPTEMBER AT THE BEACH.

THE BEST MONTH OF THE YEAR.

HOTELS OPEN ALL YEAR

Parlor Car Seats and Stairs at City Ticket Office, Fifth and Stark Streets, North Bank Station, Eleventh and Hoyt Streets.