

PORT OF PORTLAND PRAISED FOR WORK

Representative of Hamburg-American Line Says Prospects Are Promising.

NORTHERN PORTS FAVORED

With 30 Feet of Water at Mouth of Columbia Direct Line to Orient Would Be Considered—Canal Prospects Are Discussed.

STATEMENTS OF W. G. SICKEL, OF HAMBURG-AMERICAN CANAL LINE.

With 20 feet of water in the river and 25 to 40 feet on the bar the depth would be considered ample. Serious consideration would be given the matter of operating a direct line from Portland to the Orient with 20 feet of water on the bar.

As to through rates to the Orient, we have taken the position that we are independent of all railroads, so long as we are given equal facilities. The Port of Portland Commission is entitled to the highest commendation for its work on the channel and its effort to equalize charges.

There is little indication of heavy immigration to the West, but there is no doubt the Pacific Coast will be served through the canal.

Possibilities for development in the vicinity of Portland are great throughout the Northwest as promising that the Hamburg-American line, which taps all quarters of the globe with its various fleets, selected Northern ports, making this city the terminus of the Trans-Pacific service which has been in operation since May, according to W. G. Sickel, in charge of freight traffic and operation, with headquarters at New York, who is here on a tour of the Pacific Coast.

"We are serving the Northern ports because we think there are greater possibilities here than at San Francisco," said Mr. Sickel yesterday. "Measured by what our steamers ought to do in other ports we have at all times accomplished in the new service, extending from Hamburg to the Orient and across the Pacific to British Columbia, Puget Sound and Portland. We are willing to operate at somewhat less profit and are anxious to assist in rebuilding Portland, of course, we expect co-operation and I feel that, after talking with merchants and shippers here today, we will get it. Our interests are mutual."

American "Flag" Will Fly.

"My trip is simply to educate myself as to conditions on the Pacific Coast. One of the objects of my visit is to note and report as to the possible services through the Panama Canal in connection with our line over the Pacific. There is no doubt but that the Coast will be served through the canal, shipbuilders of this country have been asked to figure on steamers the Hamburg-American will build, that will operate from the Atlantic Coast to the Pacific under the American flag."

Asked concerning reports that wholesale inquiries were being made in Europe by bands of prospective immigrants, Mr. Sickel said he had heard nothing of it.

"There is little indication of heavy immigration to this Coast with the opening of the canal," he continued. "Running steamers with immigration accommodations will not bring immigrants. This state must study inducements for them to come and the way to take care of them after they arrive. If satisfied, they will send for relatives to locate in the Northwest. There should be a commission organized and its members should be abroad and study conditions there and the means of getting immigrants here."

Deep Water Desired.

Mr. Sickel was asked whether serious consideration was being given the matter of operating steamers direct from Portland to the Far East, and he said that was a subject to be determined after the bar depths had been increased.

"I would like to see 30 feet on the bar and then a direct line would be considered seriously," he replied. "With 30 feet of water in the river and 25 to 40 feet on the bar, the depth would be considered ample. The economical trend is for ships to be bigger and deeper all the time. The Port of Portland Commission is entitled to the highest commendation for its work on the channel and its efforts to equalize charges. It is a body of progressive men."

"As to through rates to the Orient, we have taken the position that we are independent of all railroads, so long as we are given equal facilities," declared Mr. Sickel. "We prefer not to ourselves up with any road."

After spending today here, Mr. Sickel will go to Puget Sound and will visit San Francisco before returning to New York.

FIRST DOCK PROGRESSING

Concrete Retaining Wall to Be Begun During Coming Week.

More than 1200 piling have been driven, the form for the concrete retaining wall is nearly ready and masons will begin pouring material therein next week, while old piling is being torn out and fills graded down at the site of Public Dock No. 1, foot of Seventeenth street, so the real start on Portland's municipal wharves has been made.

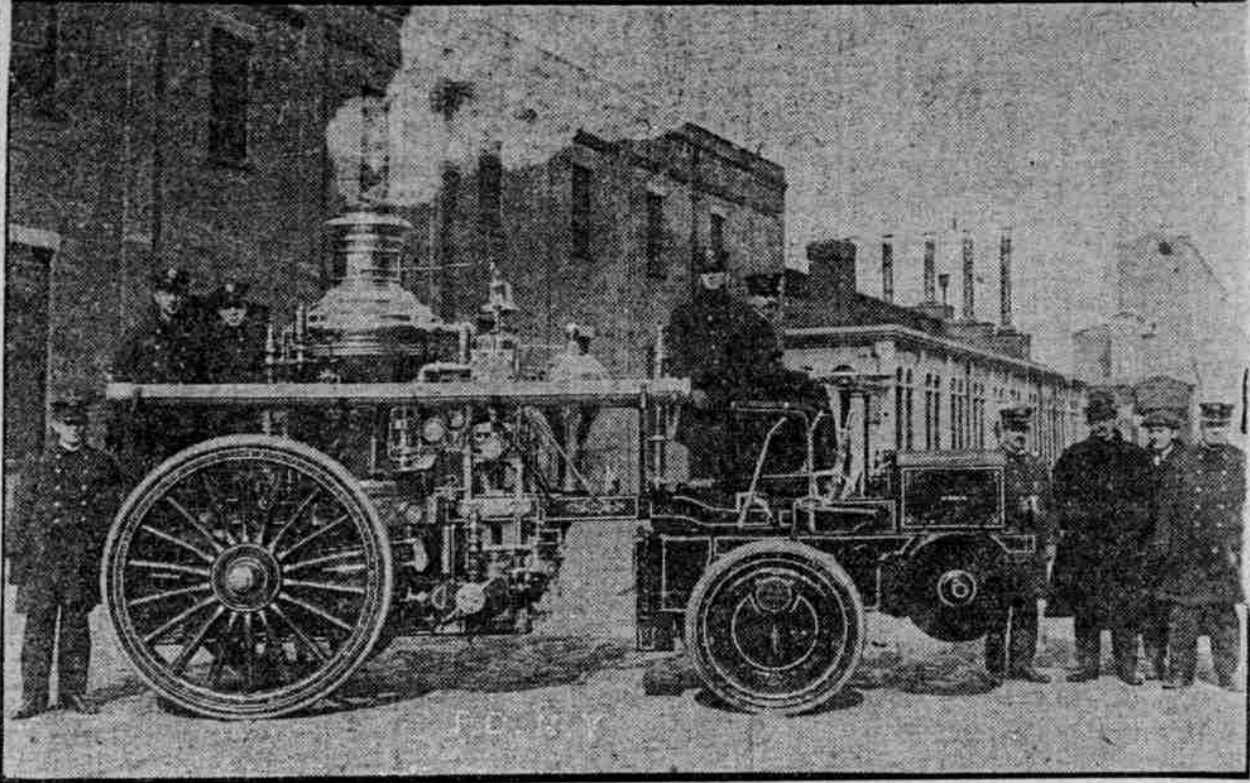
G. B. Hagar, chief engineer of the Commission of Public Docks, made an inspection of the project yesterday and said he had no doubt but that the dock would be ready March 1, 1914. The unit under way is to cover 663 feet of waterfront. As soon as legal obstacles holding back bond issues are removed, the remaining work will be let, so the first dock will be 1975 feet in length. The Lewis A. Hicks Company, which has the contract for the dock, as well as the motorboat landing at the foot of Stark street, has large crews employed and every advantage is being taken of the prevailing weather. As there was not a quorum present yesterday, the regular session of the Commission of Public Docks is to be held this morning.

GREAT CANAL PREPARATIONS

European and American Interests Getting Fleets Ready.

Doubt as to whether the Hamburg-American would participate in the American Coast trade with the opening of the Panama Canal has been set at rest as a consequence of the announcement that William Cramp & Sons, Philadelphia, have been asked to bid on three vessels that will ply in the

MAMMOTH STEAM FIRE ENGINE WILL BE MOTOR DRIVEN



NEW TRACTOR, 90 HORSEPOWER, WILL TRAVEL 28 MILES AN HOUR.

Portland's biggest steam fire engine at headquarters station is to be drawn hereafter by automobile instead of by horses, as in the past. The fire department yesterday received a powerful tractor, which will be attached to the engine at once. When the attachment is made Portland will see for the first time a motor-driven steam fire engine.

The machine is of the front drive variety, of 90 horsepower. It has a maximum speed on the level of 28 miles an hour and is warranted to maintain a speed of 20 miles an hour on grades up to 15 per cent. It cost \$5000.

Atlantic-Pacific trade. They are to be 500 feet long and steam at least 18 knots, with accommodations for 500 passengers and 1700 in the steerage. They will fly the Stars and Stripes and be manned by Americans.

The American-Hawaiian makes known that one of its steamers will proceed through the canal every 30 hours, sailings from each side of the United States being every three days. Four of eight new steamers contracted for are finished and the others will be ready by March, 1914. The North German Lloyd has decided to build four steamers for the canal trade, each of 12,000 tons. The Royal Mail has a special canal fleet under construction and, with the Holland-American and other European lines waiting for the canal, there promises to be tremendous business on this Coast in a year or two.

SPAR BUOYS ARE LISTED

Lighthouse Staff Checks Over Day Marks in River.

At the instance of Henry L. Beck, in charge of the Seventeenth Lighthouse District, the following list of spar buoys, for the guidance of pilots and masters of vessels plying between Portland and Astoria:

Columbia River—Spar buoys established and replaced, September 29 and 30, and complete list of buoys in Columbia and Willamette rivers between the limits defined by first and last buoys listed:

Skamakawa Bar buoy, 1, second-class spar, replaced; La Du Rock buoy, 18, second-class spar, in position; Mount Coffin Channel buoy, 2, second-class spar, replaced; Mount Coffin Channel buoy, 4, second-class spar, replaced; Coville River buoy, 1, second-class spar, replaced; Cotton wood Island Shoal buoy, 1, second-class spar, in position; Carver Shoal buoy, 1, second-class spar, replaced. (Moved from opposite side of channel, old position. No. changed from 2 to 1); Hunter Shoal Channel buoy, 1, second-class spar, established; Hunter Shoal buoy, PS, first-class spar, in position; Hunter Shoal buoy, 1, second-class spar, replaced; Hunter Shoal Channel buoy, 4, second-class spar, replaced; Martin Island Channel buoy, 1, second-class spar, in position; Martin Island Channel buoy, 4, first-class spar, established; Martin Island Channel buoy, 2, second-class spar, replaced; Henric Crossing buoy, 1, second-class spar, replaced; Henric Crossing buoy, 2, second-class spar, replaced; Morgan Shoal buoy, 1, second-class spar, replaced; Morgan Shoal buoy, 2, second-class spar, established; Nigbee Island buoy, 1, second-class spar, in position.

All other buoys formerly maintained within the limits, but not listed above, have been discontinued.

TRIO LOAD FOR AUSTRALIA

Activity in Lumber Market Shows No Abatement This Season.

Heatley & Co. took three vessels this week, two on time charter and one for a single voyage, but all for Australia, in the lumber trade. The British tramp Forerick was fixed for nine months at \$5 3d, delivery in Japan.

Changes of masters reported at the Custom-House include the signing of Captain John Pindling on the tug Walula, succeeding Captain H. P. Astrup, and Captain A. N. Smith on the steamer Elmore, vice Captain E. H. Works.

Bids are to be opened November 3 at the office of Major Morrow, Corps of Engineers, U. S. A., for the construction of the north jetty at the entrance to Tillamook Bay. The jetty will have a length of 5700 feet and the contract will include the construction of a tramway the entire length.

It is reported from San Francisco that the barkentine Amaranth was the only vessel wrecked on Jervis Island, though advices received here were that the Americana was lost there and later the Amaranth.

On her way to the Orient, with lumber, the British steamer Craighall left down yesterday. The Royal Mail steamer Den of Ruthven passed Toosah yesterday afternoon on her way here from Tacoma and will begin discharging European and Oriental cargo at the North Bank dock tomorrow.

Repairs are to be made to the barkentine Puskio, rendered necessary through damage she sustained after leaving the river on her last voyage to Callao, she having wrecked on Jervis Island, though she was reported to be caulking is required. While on the dock the vessel will also be cleaned and painted. The blow that struck her off the Columbia, damaged her masts and she sailed to Callao under a jury rig, while it resulted in the death of a sailor named Waldman, who fell from aloft.

Movements of Vessels.

PORTLAND, Oct. 2—Arrived—Barkentine Puskio, from Callao; steamer J. A. Hanson, from Monterey; Steamer Amaranth, from Seattle; Mahony and Nehalem, from San Francisco; steamer W. S. Porter, from Monterey; British steamer Craighall, from Yokohama.			
Sailed—Oct. 2—Sailed at 2 A. M., steamer Victoria, for San Pedro; steamer Yucatan, for San Diego and ports. Arrived down river, steamer from Portland, Columbia Breakwater, from San Francisco, Oct. 2—Passed out at 8 A. M.—British steamer Den of Crombie, from Vancouver for Portland.			
Nov. 1—Sailed—British steamer Hartlett, for Columbia.			
Yokohama, Oct. 2—Sailed—German bark Orotava, for Portland.			
San Pedro, Oct. 1—Arrived—Steamer Oliver J. Olson, from Portland. Sailed—Steamer Geo. F. Fowler, for Portland.			
San Francisco, Oct. 1—Arrived at 10 P. M.—River steamer Shasta, for Portland.			
Cannon, Oct. 2—Arrived—Steamer Seattle, Wash., Oct. 2—Arrived—Steamer G. H. Leggett, from San Francisco. Sailed—Steamer Buckman, for San Francisco, California, for Port San Luis.			
Sailed—Arrived—Steamers Flintshire, from Portland, Or., via Yokohama. San Francisco, Oct. 2—Arrived—Steamer from Hellingham, Robert Deller, (British), from Hongkong; Willochra (British), from Sydney. Sailed—Steamers Arizonan and Wasip, for Seattle; (British), from Portland; Willapa and Olympic, for Astoria; Paraiso, for Portland.			
Tides at Astoria Friday.			
High.	Low.	2:57 A. M., 7.7 feet; 8:50 A. M., 2.0 feet	
2:44 P. M., 9.5 feet; 9:47 P. M., 0.8 foot			

where she will load coal for the Pacific Coast and work a lumber cargo for the return. The British steamer Manningtry, which left the river last week for Australia, was engaged on a basis of \$6, delivery and redelivery in Australia. She is on the way to Sydney with lumber and is to load coal for Honolulu, coming to the Coast in ballast. One of the "Strath" fleet was chartered at \$5 for November loading.

The British steamer Harpathian, which received orders off San Francisco Wednesday to proceed to San Diego and discharge her coal cargo, consigned to the Government, has no outward engagement. She is the last of a fleet of 20 tramps loaded on the Atlantic Coast by the Navy Department.

Pindling Takes Charge of Tug.

ASTORIA, OR., Oct. 2—(Special.)—Captain James Pindling, who has been mate of the tug Walula for several

months, assumed charge of that vessel yesterday as master. The tug Samson will go into service on the bar next week and Captain Astrup will be master of her.

Pilot Commissioners Meet.

ASTORIA, OR., Oct. 2—(Special.)—The State Board of Pilot Commissioners held a meeting this afternoon with all the members present. The board organized by the election of S. M. Gallagher as chairman to succeed the late Judge Frank J. Taylor, and C. T. Crosby was elected clerk.

The bar branch held by Captain H. O. Hansen was renewed, as was the river branch, held by Captain M. Moran.

The investigation of the collision between the Norwegian steamer Thode Fasland and the German, Thiebeck was postponed until the next meeting.

Wife Not Blamed

Coroner's Jury Says Phillip Ginsburg Killed Self.

INTENT TO DIE QUESTIONED

Widow Declares Husband Driven to Fatal Act by Her Accusations, Which Are Retracted Before Accused Young Woman.

Justice Court in the south end of the county by a jury, which brought in a verdict for the defendant. The trouble arose over property rights concerning the sale of a farm to Mrs. McVey by Briggs. Briggs had entered upon the place occupied by Mrs. McVey to do some work when the alleged attack took place.

Cupid's Fear Is Passing

Marriage Licenses in Multnomah Are on Increase.

Cupid's disapproval of medical examination is fast disappearing. Oregon bridegrooms, if the increasing number applying for marriage licenses are to be taken as a criterion, are learning that examination required before a license can be issued is not the horrible bugaboo that it was pictured to be. After June 3 when the law went into effect, the number of marriages licensed by the County Clerk of Multnomah and last month 205 bridegrooms presented medical certificates and were issued licenses.

Story Recital Tonight.

Miss Frank Towles, the instructor in expression at the Y. W. C. A., will give a recital of short stories in the association auditorium tonight at 8 o'clock for the opening of the department of expression. The public is invited.

Building An Ideal Home

An Unusual Feature in the Semi-Monthly Magazine Section of The Sunday Oregonian

The Sunday Oregonian

This ideal home is followed through from foundation to furnishings. Experts in every phase of house-building contribute to the articles.

UP KETTLE HILL—Colonel Roosevelt writes the most stirring chapter yet in his own story of his life. The fight in the San Juan Hills is graphically fought over by the famous Colonel of the Rough Riders.

SAFEGUARDING RAIL TRAFFIC—A study of what the railroads are doing to prevent accidents. Many forward steps have been made along this line.

HONEYMOON DANGER POINTS—They are pointed out and discussed by Rita Reese in her usual charming and interesting style.

UMPIRE O'DAY—He tells why his job is a thankless one and how he makes it a success.

WOMEN MONEY MAKERS—There are many of them who command immense incomes. The story of their careers is an absorbing one.

WHERE WOULD WE GET AN ARMY?—General Leonard Wood discusses the United States Army and its needs.

WHAT JOBS ARE MOST DANGEROUS?—An analysis of statistics shows that the lowly bartender has the shortest lease on life.

Many Other Attractive Features Will Appear. ORDER TODAY OF YOUR NEWSDEALER.

The Mild, Pleasant Beer

—is the beer that you should buy for family use. If your family are not beer drinkers because they haven't tried the right beer—order

ROSE CITY BEER

and see how they praise the mildness and flavor. It's made mild for family use—it has a distinctive flavor.

Order from your dealer.

STAR BREWERY

Northern Brewery Company PORTLAND - VANCOUVER

CENTRAL OREGON

THE DAYLIGHT WAY

via OREGON-WASHINGTON RAILROAD & NAVIGATION CO.

COLONISTS ATTENTION

THROUGH SERVICE STEEL COACHES

To Bend, Madras, Metolius, Terre Bonne and all Central Oregon Points. Prospective settlers will find pleasure and profit in seeing the country by day and be better able to decide on a location upon their arrival at destination.

CITY TICKET OFFICE Third and Washington, Phones: Marshall 4500 and A 6121.

Pastor to Be Welcomed.

To show their appreciation of their new pastor, who came from Superior, Wis., two months ago, the congregation of the Hawthorne Park Presbyterian Church will tender a reception to Rev. and Mrs. L. K. Grimes tonight. R. R. Giltner will preside and give the address of welcome, and a musical entertainment will contribute to the enjoyment of the evening, in which Misses H. G. Lettow and Rual Shearer will sing. Refreshments will be served.

Charges Are Dismissed.

After a session in court yesterday morning John E. Wolff, speedboat designer, and Mrs. R. H. Jameson, wife of a mechanic employed by Wolff, were freed, when Jameson promised to take his wife back. Both had been held on statutory charges, after Police Sergeant Robson and Patrolman Willett had broken into the apartment occupied by them at East Sixth street and Hawthorne avenue, early yesterday.

Woman Wins Josephine Case.

GRANTS PASS, OR., Oct. 2—(Special.)—The case of assault by Mrs. A. N. McVey upon Ray Briggs was tried in the