

REPORT OF GERMAN AMBASSADOR DENIED

Oregon City Pastor in Fatherland Says All Prisoners Are Well Treated.

ENEMY DECLARED BRUTAL

Belgians Said to Have Treacherously Shot Red Cross Folk, Refugees Mistreated in France, Poles Welcome Kaiser's Troops.

Stoutly refuting the reports that German soldiers are mistreating their prisoners, Rev. H. Mau, pastor of the German church at Oregon City, who is now visiting at his old home in Kiel, Germany, has written a statement of conditions to his friends in Oregon.

He firmly asserts that many lies are being circulated about alleged atrocities which have been committed by the Germans, who, he says, remain a people of honor, even at a time of war.

On the other hand, the Rev. Mr. Mau claims that the troops of Belgium, France and Russia have been guilty of acts violating military honor.

Own Services Offered Country.

Mr. Mau's letter, translated from the German, is in part as follows:

"It concerns the interest of our German nation that the actual facts be made known abroad, for the most part, the lies are being spread everywhere by our enemies concerning the manner in which the Germans are treating their prisoners of war.

"In the foreign newspapers at the very beginning of the conflict between Germany and Austria, France and Belgium on the one hand, and Russia, England, France and Belgium on the other, reports were spread abroad concerning alleged atrocious treatment of our prisoners of war.

"In the Russian border cities the people have received our conquering troops with rejoicing, as they could no longer endure under the Russian yoke and treatment. Warsaw, in Russian Poland, looks with longing for the arrival of our troops, hoping to be released of unbearable conditions. Everywhere it is emphasized on the part of the commanders that the captured enemies, as well as their women and children, are to be treated with the greatest consideration, and acts to the contrary are severely punished. The German soldier remains of knightly spirit.

Prisoners May Earn Money.

"For example, we have here in Kiel 170 Russian prisoners. They are kindly treated and well cared for, as the writer has been able to ascertain for himself. Opponents are even given to them to earn something for themselves in the wheat harvest as far as they are in condition to do so.

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"On the contrary, it is certain that our enemies have behaved themselves toward our people as if they were still at the conditions of peace. In Belgium, at Liege, which our troops have captured with the greatest bravery, they lured a sanitary division designated with longings to the city and then shot down the physicians and nurses. Also in Liege they set up a Red Cross flag on a house and then shot down the physicians and nurses. These wounded were found asphyxiated on the next day. After the surrender of the city our people were shot at from many windows. These are things which cry to heaven and which will not down.

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DROUGHT CAUSE UNUSUAL

Unequal Distribution and Not Less Rainfall Reasons Given.

OREGON AGRICULTURAL COLLEGE, Corvallis, Sept. 9 (Special).

The extreme drought from which the country has just recovered was not due, as is generally supposed, to less rainfall than the normal supply, but rather to unequal distribution, excessive temperature and the prevalence of drying winds.

Weather reports of the Agricultural College for the year 1914 show that during the first seven months there was an excess rainfall of 2.18 inches above the normal. This excess rainfall of June every month has shown considerable increase in temperature over the normal and the excess for the entire period is 13.4 degrees. This fact taken in connection with the unusual strength of prevailing winds, accounts, in a large measure, for the drought and its influence upon plants. This unfavorable condition doubtless has been intensified by the deviation in cultural methods due to the extremely heavy rainfall of winter and early spring.

The excess rainfall as recorded by the college, together with the temperature from the normal as indicated by the plus and minus signs, is shown by the following table:

Rainfall for first seven months of 1914—

Month—Rainfall, normal—

January—11.48—+4.64

February—11.48—+4.64

March—11.48—+4.64

April—11.48—+4.64

May—11.48—+4.64

June—11.48—+4.64

July—11.48—+4.64

August—11.48—+4.64

September—11.48—+4.64

October—11.48—+4.64

November—11.48—+4.64

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which is an increase of three feet since the big machine began her 1914 campaign. R. E. Hickson, junior engineer in the office of Colonel McKinstry, Corps of Engineers, U. S. Army, is to leave with a party next week to conduct the September survey, a task that will require about a week. When that is completed the exact changes in the bar will be made known.

The Chinook is working on the same range as in 1913, though when she started this season there was but 27 feet of water there. The channel's north wall is about 6400 feet from the end of the south jetty and for 1000 feet from the latter there is a 30-foot channel. The Chinook is digging a channel 1000 feet wide and between the two the least water is 24 feet, which was found on a lagoon and it drops in both directions to deep water. It is fully expected that the channel off the end of the jetty has widened and deepened since the June survey and if the channel dug by the Chinook "stands up" securing is looked for between the two this winter.

Marine Notes.

Captain O. Kellogg has again donned the toga of port captain of the Kellogg Transportation Company, after having spent the season at Cannon Beach.

Coming here to load a lumber cargo, the schooner Inca reported at Port Townsend yesterday, having arrived from Seattle, where she had been chartered May 23.

Work of loading a full cargo of lumber aboard the schooner Samar was begun yesterday, when the schooner was cleared for Callao under charter to W. R. Grace & Co.

Colonel McKinstry, Corps of Engineers, is in charge of the second Oregon District, leaves today for the East on a trip that will occupy a month.

In shifting berths at Oak-street dock yesterday without the use of her power, the gasoline schooner Enterprise was carried into the stream, but the harbor patrol launch went to her assistance in gaining the dock.

Her crew having worked day and night to install heaters and other comforts for the steamer Georgiana, she will leave for Astoria on time this morning, resuming her daily round trips. The steamer Enterprise, which relieved her, will go into reserve again.

Bound for Newport and Toledo the gasoline schooner Ahwenada was cleared yesterday for Seattle. She, the steamer Portland was entered from San Pedro with 2500 barrels of fuel oil for the Union Oil Company and is to load tomorrow.

Steamers of the Shaver Transportation Company will be sent to Wallace Slough Saturday to tow the last cigar-shaped raft of the season from the Benson Logging Company's plant to the lower harbor, where it will be turned over to a tug for the long trip to San Diego.

Arrangements have been made to discharge the coal cargo of the British ship Kirkcubrightshire at Astoria, and she starts working there today. The steamer arrived yesterday from Newcastle, Australia.

It is supposed that part of her load of fuel will be retained as ballast until she is towed here, where she loads wheat under charter to Balfour, Guthrie & Co.

In tow of the steamer Oklahoma the German bark Dalbek shifts today from Linnton to a berth at Victoria docks. There she is to remain until after the war abroad. The Norwegian ship Nordhav finished loading wheat for the United Kingdom at Irving dock yesterday and shifted into the steam. The bark Dalbek is to leave for Seattle this morning and will go to Irving dock for a full load.

Fireman's Carnival Opens Shows Dot Streets While Youngsters Flock to Merry-Go-Round.

OREGON CITY, Or., Sept. 9 (Special).—The fireman's street carnival opened this evening with a parade at 7 o'clock. It will last four days.

The fête is given under the direction of the local firemen's association by the Rose City Amusement Company of Portland. The parade, which is the color are scattered along Main street from Fifth to Ninth street. It is expected that the largest crowds will be in town today and Saturday.

The city authorities have more than doubled the size of the police force to enforce strictly the liquor ordinances. The new policemen were sworn in this morning and are acting directly under Chief Shaw.

Belgians Are Accused.

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NEWLY ASSURED

O-W. R. & N. Company to Build North of Oceanic Site.

AREA 560 BY 120 FEET

Two More Wharfs on East Side Proposed, One on Lombard Property and Second by Southern Pacific at Burnside Bridge.

Responding to the request of shippers for more dockage facilities to offset loss of space due to the destruction of Montgomery Dock No. 1, Columbia Dock No. 2, and Oceanic dock, all of which were burned this year, the O-W. R. & N. has decided to erect a modern dock 560 feet long and 120 feet wide on the East Side, the exact location being about 200 feet north of the site of Oceanic dock.

Construction will be started at once as all plans have been completed and approved, estimates made and all other preliminaries attended to. It is intended to have the structure in readiness for cargo by November 1. It will be of heavy mill construction, the same as Municipal Dock No. 1, equipped with sprinkler system and fire walls.

"We have completely all plans for the new dock," said J. R. Holman, chief engineer for the O-W. R. & N. Company, yesterday, "and will ask permission of the Commission of Public Docks tomorrow to begin work. We already have filed our plans with the dock commission's engineer."

"We are prepared to begin work within 24 hours after permission is granted, and if we are allowed to start activity, the new dock will be completed by November 1."

"It is our intention to make the structure complete and modern in every particular, and it will not be as heavy as the new Municipal Dock No. 1 recently completed."

On the same side of the harbor, but below the foot of the Portland street Mills Company, two docks are to be built on the Lombard property, permission for which has been granted. The docks are to be of open dock for handling lumber brought from the Willamette Valley that is intended for shipment by water, between the East and West sides of the harbor.

The O-W. R. & N. recently leased Albin dock to Balfour, Guthrie & Co. for use as a grain warehouse, only the southern portion of the dock, which is located a patent slip, being retained for movement of freight to and from river steamers. It was thought for a time that the company would extend the dock to the south as a means of affording additional space, but the fact that a railroad slip reaches the river there and several steamers dock there, the property being improved to that extent.

Albin dock is 561 feet long and 100 feet wide, with a depth of 10 feet. The new dock will be larger. Montgomery Dock No. 1 had a capacity of 12,000 tons and Oceanic dock 20,000 tons, the latter being the largest. The new Columbia Dock No. 2 was of 20,000 tons capacity. The North Bank dock is 900 feet long, though the property is 1,200 feet long. The dock is 100 feet wide and has a depth of 10 feet. It will have a covered section of 955 feet and a pier and slip in addition, all covering 1075 feet.

Shippers on the O-W. R. & N. bound to the river, will be handled for a time over Alinsworth dock, the capacity of which is estimated at 8,000 tons. The dock is located on the river and is intended for use as a temporary storage.

STEAMER SCHEDULE CHANGED Round Trips Possible to Cascades Daily Until Spring.

Fall and winter tourists are to be given opportunity to visit the famed Middle River country by the O-W. R. & N. every week day through a new schedule Steve McDonald, superintendent of the Dalles, Portland & Astoria Navigation Company, has decided that goes into effect tomorrow, as the steamers Balley Gatzert and Dalles City will meet in the Cascades Locks and passengers can be transferred to the Dalles.

In past seasons tourists have either been obliged to make the round trip on the steamers, requiring two days, or have had to make the trip by train. Now the Balley Gatzert leaves here Monday, Wednesday and Friday at 7 A. M., departing from The Dalles the following morning at 10 o'clock. The Dalles City departs from Portland Tuesday, Thursday and Saturday at 10 A. M., and the Balley Gatzert follows day after day. The Balley Gatzert made her last daily round trip to The Dalles yesterday and lays over here today to be ready to start on her new schedule. She lays over Sundays at Portland and the Dalles City lays over at The Dalles. Through that arrangement tourists can make the round trip as far as the Cascades each day, returning to Portland at 6 o'clock that evening. The summer season has been satisfactory unless weather conditions are unfavorable the Gatzert makes her last Sunday round trip to the Locks September 13.

CHANGE AT UMATILLA REEF Light Vessel Is Replaced Temporarily by Relief Ship.

Mariners are being notified by Henry L. Beck, inspector of the Umatilla Light House District of the following changes in navigation aids:

Umatilla reef light vessel temporarily replaced by relief vessel. Relief light vessel shows lights and sound for signals having the same characteristics as those of the station vessel. Relief vessel differs from the station vessel.

Willapa Bay Light Station—Characteristic light changed to fixed white varied by a white flash every 20 seconds. The candlepower of the fixed light is increased to 2800 candles and of the flash to 12,000 candles.

News From Oregon Ports.

ASTORIA, Or., Sept. 9 (Special).—The steamer Sue H. Elmore sailed today for Tillamook with a cargo of general merchandise.

The steamer Bone City arrived today from San Francisco and San Pedro and the steamer Beaver sailed for this port this evening.

The steamer Northland sailed today for San Francisco with a cargo of grain and lumber.

The British ship Kirkcubrightshire arrived at 10 o'clock last evening, 40 days from Newcastle, Australia. She brings a cargo of 2340 tons of coal, the greater portion of which will be discharged at the Sanborn wharf, after which she will proceed to Portland to load grain. Captain Roberts, her master, reports an uneventful trip across the Pacific and he had not heard that war had been declared until informed by a passing steamer yesterday.

Captain Hammarstrom, of the light-house tender Heather, is now taking his annual vacation and will leave here Monday for San Francisco. The Heather left yesterday for Puget Sound with supplies for light stations in that section.

The Puget Sound River Packers' Association's ship Reuce arrived this afternoon from Chignik Bay, Alaska, bringing the canned salmon packed at the association's cannery.

COOS BAY, Or., Sept. 9 (Special).—The steam schooner Nann Smith will leave for San Francisco tomorrow.

The steamer schooner Yellowstone is due from Portland tomorrow afternoon. The gasoline schooner Randolph sailed for Rogue River at 11 A. M.

MARINE INTELLIGENCE.

Steamer Schedule.

Due to Arrive.

Breakwater, Coos Bay, Sept. 10.

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OUR PROBLEM UP

Shippers Say Double Sacking May Cost Market.

NEW YORK TRADE SOUGHT

Temporary Rulings Favorable to Pacific Coast Producers but if Reversed It Is Said Minnesota Could Undersell West.

Whether flour accepted for shipment from Portland to New York will be double-sacked, as is demanded when billed for South American ports to be transported into the interior, is a question raised by some shippers, who say that the extra sack will make a difference of \$2 a ton in the cost and prevent them in landing flour in New York in competition with Minnesota millers. If the double-sacking is not required, they say consignments can be sent to New York profitably.

The American-Hawaiian Company, while not accepting large lots now, has ruled that flour will be handled when in single sacks, as has been ruled for the Oriental market. Grace & Co. are expected to make the same move and it is believed that the custom will be to take flour in the same sacks as are used for California shipments.

Having discharged her cargo the American-Hawaiian steamer Oregonian sailed last night for Puget Sound, where, after unloading the remainder of her cargo, she will discharge at Poughkeepsie. The Norwegian steamer Cuso, of the Grace West Coast fleet, is due here by tomorrow to load flour and lumber. The Santa Cruz, of the same flag, which plies to New York via the Panama Canal, left last night and calls at Astoria to take on several hundred tons of salmon for the East.

The Washingtonian, of the American-Hawaiian line, sailed from San Francisco at 5:40 A. M. yesterday for Portland. She is one of the 10,000-ton carriers built last year and brings 600 tons of cargo direct from New York. She will arrive at Portland August 4 and proceed via the Canal. The Washingtonian will take aboard Portland cargo for New York and then will go to Puget Sound to load lumber and other work outward consignments, completing at San Francisco.

MONMOUTHSHIRE IN TUESDAY Liner Brings First Oriental Cargo Since War Began.

Bringing the first direct Oriental cargo since the outbreak of hostilities in Europe, the Royal Mail liner Monmouthshire, from Victoria, B. C., yesterday from Europe by way of the Far East and is due at Portland Tuesday, where she will discharge approximately 350 tons of goods, as well as work outward consignments, completing at San Francisco.

The liner Den of Airle is to sail from Yokohama for Portland September 22, and the Merionethshire, September 30, will bring a full cargo of goods. The temporary withdrawal of the Hamburg-American ships has left the Royal Mail as the sole line furnishing service to the coast. The former is not expected to resume its schedule soon, owing to the presence of Japanese, French and British warships in the Pacific.

ROSE CITY HAS FULL LIST Captain Hankin Reports Liner Had Pleasant Weather.

Crowded with passengers the "Populace" liner Rose City came into berth at the "Big Three" dock before 6 o'clock last evening after a pleasant run from California cities. In the way of cargo the vessel has a full load of goods, which will be discharged outside of the usual character at this season, the Pacific being tranquil save for a westerly swell. No belligerent vessels were sighted and it is believed none are patrolling the Oregon Coast, as clear weather prevailed and they could have been sighted easily. Receiving a heavy sea for the return voyage of the Rose City, which begins Monday morning.

The steamer yesterday morning with 375 passengers, there being 100 in the steerage, which is a large list for this period. The vessel had a capacity cargo.

SALMON FOR NEW ORLEANS Cargo of Canned Fish to Be Made Up on Coast.

Steamship men have received information that the company has arranged to load a steamer on the Pacific Coast with salmon for New Orleans, as none of the lines so far operated out of the Columbia River and Puget Sound have been able to make a port call. It is understood that the Luckenbach line will make the Louisiana harbor, but as yet that fact has not been announced. Service from Portland via the canal.

The salmon ship Reuce reached the river yesterday from Chignik, with full cargo of the Alaska pack for the Columbia River Packers' Association. There is considerable Alaskan and Columbia River salmon to move to the East and abroad and at present operators of canal lines are anxious to obtain contracts for transporting it. Canine, the river who depends on moving tonnes of salmon to Europe are said to be meeting with difficulty in arranging to ship, owing to the war.

SALMON SHIPMENTS HEAVY Question of Alaska Steamers Now Being Considered.

Sufficient salmon contracts are in hand to keep the steamers of the Port to keep the fish going for at least three months, says J. S. Hamilton, president of the Portland Steamship Company, who adds that the matter of extending the charter of the steamer J. B. Stetson or fixing another carrier is under consideration and has been taken up with F. D. Parr, manager of the line at San Francisco.

The steamer Quinaluit is on the way from Seattle for Astoria to discharge her cargo of fish and should be here in the morning to finish unloading. She will be given freight for the return so as to sail Saturday night. Mr. Hamilton could not be reached for an enthusiastic as those at Portland over the success of the line and that even under the same conditions in the North extending could not be handled next season without larger carriers.

Dr. Thwing, the president of Western Reserve University, says that the present materialistic age is an aid, instead of a hindrance, to the church. Mr. Thwing, followed by a host of heart religious, and the reaction from materialistic things has turned him toward the church.