

\$235,000 IN DEED FOR WILLAMETTE

"Willamette," Launched Officially, Works Like Veteran Digging Into Channel.

GUESTS ATTEND CEREMONY

Machine Boat Deposits Seven to Eight Per Cent Sand and Adds 60 Per Cent Efficiency to Port's Equipment.

Her engine turning over to the tune of 156 revolutions a minute; her 30-inch discharge pipe running absolutely full and depositing ashore as easily as a breeze...

Commission Receives Guests. The former Port of Portland Commissioners in attendance in the Columbia, for she has proven the type of dredge adapted to the conditions found in maintaining the channel from Portland to the sea...

The Willamette is anchored off the dock of the Eastern & Western Lumber Company, where guests boarded her at 11 o'clock yesterday, having been conveyed from the foot of Stark street in launches.

After the visitors viewed the machinery and inspected the vessel through-out luncheon was served in the officers' mess, and then the party went ashore and watched the discharge pipe belching thousands of gallons of water with which the material is mixed...

The Willamette is expected to add 60 per cent to the efficiency of the working equipment of the port. During the last year heavy rains have been made in dredging, mainly because the diggers have been kept in a state of idleness...

The Willamette yesterday pumped under a head of 17 1/2 feet, or as the dredge men figure, the end of the pipeline was that high above the dredge.

LUMBER SHIPMENTS RECORD

In August 32,392,152 Feet

Floated for All Ports

Lumber shipments to domestic and foreign ports from Portland during August established a new mark, as they aggregated 32,392,152 feet.

HERCULES HAS DEEP DRAFT

Steamer Sails on Last Voyage With All Space Taken.

Carrying every pound of cargo that could be stowed aboard and her draft at 25.8 feet and that forward 25.3 feet, the Norwegian steamer Hercules hauled into the wharf at 11 o'clock yesterday afternoon...

The Hercules carried the first wheat exports of the season, having aboard 78,250 bushels valued at \$82,584. With her four cargo at \$2,850 barrels worth \$88,000, the exports in that column for August was brought up to 53,275 barrels valued at \$111,500.

BEAVER CARRIES PENNANT

Flagship Advertises San Francisco Exposition in 1915.

Because she is the flagship of the "big three" marine aggregation, the steamer Beaver, which arrived yesterday afternoon from California ports with her passenger accommodations...

OPEN RIVER OFFICERS MUM Decide to Make No Statement Covering Cessation of Service.

Stockholders in the Open River Transportation Company, which will withdraw its steamers from the Middle and Upper Columbia River service September 30, did not issue an official statement yesterday...

CROWD DRAWN TO AMUSEMENT PARK SUNDAY BY AVIATION PROGRAMME.



SCENE ON BOARDWALK AS SILAS G. CHRISTOFFERSON COMMENCED HIS ASCENT.

BLUE FUNNEL INTERESTED

One of Best-Known Fleets May Put On Oriental Steamers.

Attracted by the proposed bonus Portland men are raising for the Oriental steamship service, a plan that has been worked out by the transportation committee of the Chamber of Commerce, the Blue Funnel line, one of the best-known fleets reaching this Coast from the Orient and having an European service as well, has requested minute information bearing on the scheme.

OLD BRIDGE REMOVAL URGED

Plans for Razing.

Executives of the Port of Portland have not been advised officially when the O.-V. R. & N. intends to begin the destruction of the old Steel bridge, though they have heard it would be September 9. It is expected that at the next meeting of the Board the subject will be brought up and the Harri-man interests asked to make known their plans.

NOTTINGHAM WILL BE TOWED

Disbanded Schooner Leaves Harbor Today for Seattle.

Information received yesterday from Puget Sound was that the disbanded and dismantled schooner Wm. Nottingham, which has been at the public drydock wharf since last Fall, when she was towed here following her abandonment at sea and salvage by a Port of Portland tug, would leave here today in tow of the steamer Monarch, and will be taken to Seattle for repairs.

Marine Notes.

Captain Harry Reeve has been signed as skipper of the fireboat Geo. H. Williams, succeeding Captain W. H. Sanford.

LABOR DAY

But it is feared that the committee have insisted that the companies first ascertain for themselves that the tonnage is here or nearby, and that sufficient is available to warrant the fleet being run across the straits, provided those to operate the vessels do not sit down in Portland and expect cargo from the interior to float down the dock in its own accord.

Richard O'Reilly, port captain of the Diamond O fleet, who has been cruising on Puget Sound and exploring the waters.

Aviator Christofferson Is to Act as Chauffeur.

HIGH FLIGHT IS PROBABLE

Expectation Is That Ascent Will Be From 2000 to 4000 Feet in Spite of Fact That Passengers Will Be Carried.

Two Portland young women will share honors with Silas G. Christofferson at the Oaks Amusement Park today and tomorrow. Both of them are among the best-known women in the city and both passengers-to-be.

Christofferson will fly from the Oaks promptly at the hours of 3, 5 and 7 P. M. both today and tomorrow. His single flight yesterday, despite the stormy weather, was given promptly on time.

Indications of the unusual facilities offered to immense crowds to witness the feat while the fact that he is carrying women passengers will not make his "stunts" any the less dangerous, according to the agreement he has with his passengers-to-be.

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When the steamer Klamath and Northland sailed yesterday for California ports all first-class accommodations had been sold, and a number of passengers accepted storage berths, with the privilege of dining in the cabin, paying the first-class fare therefor.

Following a layup of a week the steamer Oklahama, towboat for the Port of Portland, left down last night to bring the British ship Galgate to the Linnton ballast dock. The Galgate arrived in yesterday morning, being the first of the new crop ships to report.

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Ship in our harbors, thus enabling them to keep by the laws of our Government, a crew hired in another country at wages much lower than the American shipowner must pay.

"A foreign ship can hire a crew in Hongkong at an average of \$8 a month; at Libau, Russia, at \$12; at Trieste, at \$15; at London, at \$18; at Liverpool, at \$20; and at New York, at \$25. These ships can come into American ports and take out a cargo of goods in competition with an American vessel which must pay for its crew at the rate of from \$25 to \$30 a month for sailors and \$30 to \$50 a month for firemen.

"The tendency of the day is to build larger and swifter ships and with this tendency is a corresponding increase in the dangers of travel on the seas. These conditions can only be met by a demand for a higher standard of skill on the part of the seaman and employer of the seaman sufficient to insure enough men to each lifeboat.

"The bill also provides for insuring greater safety at sea by demanding a higher standard of skill on the part of the seaman and employer of the seaman sufficient to insure enough men to each lifeboat.

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FILM WOES ARE TOLD

Imposition of License Fee Is Cause of Trust Suit.

IRON HAND IS KNOWN HERE

Melvin G. Winstock Tells of Methods Used to Force Sale of Amalgamated Exchange for Merely Nominal Sum.

Between 250 and 300 motion-picture exhibitors in Oregon and Washington are directly interested in the outcome of the suit that has been instituted at Philadelphia by Attorney-General Wickersham, representing the Government, for a dissolution of the alleged moving-picture trust.

The alleged illegal combination, which virtually controlled not only the manufacture but the distribution of motion picture films throughout the country, persistently fought independent concerns. So strong was the organization that it forced the payment of a weekly license of \$2, in addition to the cost of the films, by every exhibitor using the films furnished by the trust.

The trust officials not only brought the most abhorred and uncouth charges against the company, but they learned, from some traitor on the inside of our business, that I was the one man who was bitter against the trust. Let me tell you, my dear friend, that my only crime was loyalty to the best interests of the company and they would not accept my resignation, although I had offered it.

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Table with columns: Name, From, Date, To Depart, For, Date. Lists various steamers and their routes.

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RAILWAY SCALE-TESTING CAR COMPLETES FIRST INSPECTION TOUR IN OREGON AND WASHINGTON.

GEORGE H. KAISER, SCALE EXPERT, AND OFFICIAL CAR. OLYMPIA, Aug. 31.—(Special).—Oregon and Washington have a partnership interest in a half-sized steel boxcar loaded with 70,000 pounds of junk iron.

George H. Kaiser, of Portland, who has taken the oath of both states to perform the duties of scale expert, has just completed the first inspection trip over both states, and of the 70 ton scales in Oregon and the 70 ton scales in Washington.

The scale-testing car was built at the South Tacoma shops of the Northern Pacific under Mr. Kaiser's direction, at a cost of \$2219. Oregon paid half and the railway companies owning scales in Washington the balance on an apportionment plan.

The total weight of the car is 192,400 pounds, residing in Portland during the entire period.



RAILWAY SCALE-TESTING CAR COMPLETES FIRST INSPECTION TOUR IN OREGON AND WASHINGTON.

After a tour, commencing with the local Chautauques, which was highly successful, Mrs. Florence Ewell Atkins, of National City, Mo., the most prominent regular speaker for the Woman's Christian Temperance Union, returned to Portland yesterday afternoon.

Mrs. Florence Ewell Atkins Says of West, "If That's Politics May the Lord Give Us More." After a tour, commencing with the local Chautauques, which was highly successful, Mrs. Florence Ewell Atkins, of National City, Mo., the most prominent regular speaker for the Woman's Christian Temperance Union, returned to Portland yesterday afternoon.

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