

PORTLAND'S BIG DOCKS

FACILITIES FOR HANDLING GRAIN ARE BEING INCREASED.

Oceanic Dock Enlarged and a New One Building on West Side—Marine Notes.

Portland will start in the new shipping season with the best facilities she has ever had for handling grain. In spite of the big additions that were completed last year, when Oceanic and Montgomery No. 2 docks were added to the port facilities, it was impossible to handle the business that was offered, and additions and improvements were being made on a number of docks. The most important of these will be an addition of over 200 feet to Oceanic dock which will give it a mammoth structure fronting 400 feet on the river. As the dock has a depth of 150 feet, the addition will give it a floor space of 120,000 feet. This makes it a fairly close second to Montgomery No. 2, which has a floor space of 147,150 square feet. Kerr, Gilford & Co. have outgrown their quarters up at Victoria dock, and have leased Montgomery No. 2, and are operating it during the coming season. This firm was one of the heaviest operators on the new docks built at Tacoma last Fall, and some idea of the relative importance of the facilities of the two ports is shown by the fact that London dock, under lease to them by the Northern Pacific at Tacoma, has but 52,500 square feet of floor space.

The largest of the four big docks built at Tacoma is the one leased to the Northwest Warehouse Company. This makes it 2,100,000 square feet of floor space. In addition to the Oceanic and Montgomery No. 2, the dimensions of which are given above, Portland has two other docks nearly as large as any of the new docks built at Tacoma, so that there will not be much difficulty in handling the grain crop of the coming season, no matter how large it is.

On the West Side of the river Albers & Schneider are building a big dock to be used in connection with their grain business and for storage purposes. It will have a frontage of about 100 feet on the river, and will be 150 feet deep, and with an additional building for storage of grain will have a floor surface of over 40,000 feet. There are also plans out for another big dock above the flouring mills on the east side of the river. It is apparent from these water-front improvements that the property-owners have considerable faith in the permanency of Portland's prestige as a shipping port.

KNOCKERS AT WASHINGTON.

Astoria's Campaign of Misrepresentation Extends to the Capital.

WASHINGTON, June 27.—From time to time information drifts into the Engineer's office and is laid before the authorities of the War Department. They consider such matters, indicating that there is a great deal of opposition to the improvement of the Columbia River. This is sometimes brought to the attention of members of Congress, and sometimes it is hard to overcome by those who are not aware of the situation. These reports emanate largely from Astoria, and indicate that the opposition to the improvement of the channel of the Columbia and Willamette Rivers to Portland and other improvements are really a useless waste of money. It is sometimes hard to fight appropriations and it gives an opportunity to scale down appropriations made for any part of the Columbia River.

Now, as a matter of fact, the business view of it all is that if there is no necessity for the improvement of the Columbia and Lower Willamette Rivers to Portland and the Upper Columbia River to the head of navigation, there is really no necessity for anything being done at the bar.

MR. GRAHAM'S LATEST.

Oregon & Oriental's Move on the Atlantic Attracts Attention.

The Associated Press dispatch to the effect that "Oregon & Oriental Steamship Company, which operates a fleet of steamships between Portland, Or., and ports in the Philippines, China and Japan," was considered by the Coast to be a surprise. With the Oregon & Oriental being the Pacific with its great system of lines, side lines and lines, and Graham on the other side of the continent, it is not surprising that J. Pierpont Morgan is hurrying homeward as fast as the Deutschland can carry him. The globe is in the hands of the mining king of Eastern Oregon, will grow dim alongside of that of the general manager of the Oregon & Oriental when his press agent gets his working clothes. It is reasonable to see speculation as the fate of the Pacific division of the Oregon & Oriental when Graham gets his steamers to operate on the Pacific schedule. The line from the Atlantic will not include the steamers Eva, Universe, Monmouthshire, Adato and Carmarthen, and Mr. Graham's enterprise came as a surprise to the Oregon & Oriental. It is a good thing, however, that the power, some steamship lines would be more easily operated than others.

GALLANT FIRE-FIGHTERS.

British Steamship Officers Extinguish a Bad Blaze at Sea.

CHICAGO, June 27.—A special to the Tribune from New Orleans says: The British mail transport Monterey, from Cape Town, has arrived in port after a terrible experience with fire at sea. Twenty days out from St. Vincent flames were discovered in the after hold and gained such headway that the heat prevented the usual means of extinguishing fire on shipboard. A thick cloud of smoke poured out from the hatches, and when the officers and crew were about to abandon her First Officer Reid and Fourth Officer Harrison volunteered a daring plan. They proposed to tie wire cutters around their bodies and have their companions lower them down the side of the ship until they were abreast of the

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