ON CITY LIGHTING

Board of Public Works Considers Subject.

EXTEND PRESENT CONTRACT

In Order to Give Competitors Time to Equip Plants, Portland General Electric Company May Get Another Year's Work.

City lighting was the most important subject that came before the Board of Public Works at its meeting yesterday afternoon. And that came up incidentally and informally, and at first there was a disposition not to make it public. But objection to publicity was finally removed.

Chairman Mills brought the matter up and asked the opinions of the other members as to the propriety of changing the order passed some weeks before directing the Auditor to advertise for bids for lighting the city to be submitted September 1. He said he had been thinking the matter over and had about reached the conclusion that another mode of procedure would be better. The present contract with the Portland General Electric Company will expire January 1 next. It would be impossible for a competitor to get a plant ready for operation to light the city in the four months intervening between the 1st of September and the 1st of January. That would leave the present contractor in full possession of the field, and able to fix prices to suit itself. Mr. Mills thought the only protection for the city would be to introduce competition, and in order to do this conditions must be made so that it would be possible for a competitor to carry out the contract if he should be the lowest bidder. A new contractor would have to erect his lighting plant and put up poles, wires and lamps throughout the city, which would require the best part of a year. Therefore, such a period should intervene between the award of contract and the beginning of service under it that it would be possible to put in the new plant. That would make conditions such that competition in bidding would be invited, and the price thereby held low.

Mr. Mills had conferred with Manager Goode, of the Portland General Electric Company, and ascertained that the company would be willing to extend the present contract for lighting the city for six months beyond its present term, that is, until July 1, 1903. That would give the city time to get competition among bidders for a new contract. Mr. Mills' idea was to have bids submitted October 1 for a contract to go into effect next July. That would give nine months for installing a new plant in case a new party should be the lowest bidder. And if that should not prove time enough it would be no hardship for the city to go without lights awhile next Summer when the days will be long.

Another feature of the case was the term of contract. Under the present charter the lighting contract is limited to two years. This charter will be in effect when the present lighting contract shall expire, and if a new contract is to be made this year it is plain that it must be limited to a two-year term. But the new charter will authorize a five-year lighting contract, and that will probably be in effect in February—at any rate long before July 1. A five-year contract is generally recognized as more desirable, particularly if new bidders are to enter the field, and it is deemed certain that better terms could be obtained for the city under the long-term agreement. By getting the extension of the present contract to July 1 there will be ample time to arrange the details, and there will also be authority to execute the long-term contract.

In the general talk on the subject, some doubt was expressed as to whether the six months' extension would be enough to get the desired competition in bidding, particularly as there would be no authority until the new charter should go into effect for awarding a five-year contract. It was doubted whether any bidder would want to go to the heavy expense of installing the new lighting plant on the mere verbal promise that the contract would be entered into when there should be authority for it. On the other hand, it was pointed out that the same officials would be in power and that there would be no reason to suppose that the Council or Board of Public Works or the Mayor would change front after making satisfactory arrangements with the contractor, no matter who it might be. The suggestion was made that it might be better to enter into another two-year contract on the first of January and then at once enter upon negotiations for the letting of another contract to begin at the end or that period, thus leaving new bidders nearly two years in which to make their arrangements for carrying out their contract. Mayor Williams thought this procedure would be likely to draw a good deal of criticism—the fastening of another two-year lighting contract upon the city just on the eve of introducing a new charter authorizing a five-year contract that would presumably bring better terms. And then there was the probability that, in the absence of competition in this new two-year contract, the terms would not be so favorable for the city as it now enjoys.

Mr. MacMaster was directed to see if an extension of the present contract for a full year could not be arranged. Upon his report to the board further action will be taken.

City Engineer Elliott presented reports of his inspection of 30 bridges of the city, only two of which he found to be in good condition. He said the First-street bridge across Marquam Gulch should be repaired or closed; that the Twelfth-street bridge between Overton and Pettygrove was in "frightful condition"; that on Alder, between Lownsdale and Chapman, was "very bad," and the one on Sixteenth between Alder and Washington ditto. These were the worst in the report, though most of the others were in a more or less unsafe condition. The Sheridan-street bridge was reported fair, and the big new Arthur-street structure and the bridge on Tenth, between Marshall and Northrup, which is not yet paid for, are two that are in first-class condition. Many bridges have not yet been inspected. The engineer was advised to put barricades across unsafe bridges, the sign "dangerous" not being deemed sufficient protection to the public.

The City Engineer was directed to proceed with the construction of a roadway six feet wide on either side of the railway tracks on the east approach of the Madison-street bridge, the estimated cost being $600.

Democratic Campaign Plans.

NEW YORK, July 22.—Congressman J. M. Griggs, of Georgia, chairman of the Democratic Congressional Campaign Committee, who is in the city to meet the other members of his committee, says the issues of the next campaign from a Democratic standpoint should be the tariff, the trusts, the Philippines and the ship subsidy.

"I think there is very good chance," he said, "for the Democrats to control the next House on the issues I have named."

The committee will have its home at the Hoffman House, beginning August 1.

London's Antiquated Fire Brigade.

LONDON, July 22.—The Metropolitan fire brigade is receiving some hard knocks at the hands of lawyers engaged in the inquest upon the victims of the recent fire in Queen Victoria street, when nine young girls were incinerated because the ladders were too short to reach the fourth story. Captain Lionel de Lautout Wells, Royal Navy, chief of the fire brigade, who had been on the stand vigorously defending his fire brigade in comparison with others, including the New York Fire Department, ridiculed New York's 65-foot ladder, of which he handed in a photograph, saying: "We had one of those, but we no longer have anything of the kind." Captain Wells criticised New York's Fire Department reports, declaring the returns of last year "did not even include the deaths at the Hoboken fire."

HAWAIIAN HOME RULERS

Prince Cupid and Followers Bolt the Convention.

HONOLULU, July 16, via San Francisco, July 22.—The territorial convention of the Home Rule Republican party here ended in a split between the two factions, and Prince Cupid, with about 40 other candidates, bolted the convention to form a new party in opposition to Delegate to Congress Robert W. Wilcox. Delegate Wilcox and Kalauokalani have both stated that they can do without the element represented by the Prince and that Wilcox will be elected to Congress again, but it is generally thought the division in the Home Rule party is a serious one and Republican papers predict that it will end in the defeat of Wilcox in the coming election.

After the bolt of the dissatisfied ones the rest of the convention nominated Wilcox for delegate to Congress and adjourned. The bolters organized a new party, which they call the Nonpartisan party. They chose Prince Cupid president and talked of naming him for Congress and of combining with the Democrats who also held a meeting last night.

The schooner Julia E. Whalen left on July 11 for Marcus Island to investigate the value of the guano deposits there, in the interests of the Honolulu owners, who will work the deposits if favorable report is received. Late reports from those who have called there indicate that the Japanese on the island are inclined to resist the landing of white men, and it is feared that those on the schooner will have trouble with them.

The Commercial Pacific Cable Company has paid $5000 for a site for the landing of its cable from San Francisco, on the beach at Waikiki. Work of improving the site has already been begun and the necessary buildings will be erected at once.

Deeds of transfer have passed between the Government and the property-owners in all of the cases for the condemnation of land for the Pearl Harbor Naval Station except that of the plant of the Honolulu Transportation Company, which is opposed to the site.

Ex-Queen Liliuokalani arrived here last night on the steamship China, after a long stay in Washington. She was met at the wharf by many natives and others, many of the old retainers gathering to pay tribute to her whom they still prefer to regard as a monarch.

Trial of De Mores' Assassins.

TUNIS, July 22.—At the second day of the trial at Susa of Elkhir and Hamma Shiek, charged with the murder of Marquis de Mores in 1896, Colonel Rebillouit was the first witness, and the testimony of General La Roque was read. Both officers declared they sought to dissuade the Marquis from starting on the expedition. De Mores said to General Le Roque:

"I am only risking my own life, and that is my business."

The General replied:

"But the failure of your expedition may retard our penetration into the Sahara for 10 or 20 years."

Colonel Rebillouit testified that the Marquis promised to take the road to Bir-Es-Sol, but he did not keep his word, and proceeded in the direction of Tripoli. De Mores' death, according to the witness, was due to a false idea of the chivalrous character of the Tourges, whereas they were treacherous and bloodthirsty.

King Edward Will Visit the Czar.

NEW YORK, July 22.—It is learned from a reliable source that King Edward will visit the Czar in the latter part of September, cables the Copenhagen correspondent of the New York American. Immediately after the coronation Queen Alexandra comes to Denmark to join her sister, the Dowager Czarina, the King following about September 1. The King and Queen will go to St. Petersburg after a two weeks' stay in Denmark, sailing on the royal yacht under escort of a British and Russian warship.

Most likely, the dispatch adds, King Edward will make his long-expected visit to the Kaiser on his return journey.

Boers Start for Europe.

PRETORIA, July 22.—Generals Botha and Delarey, with their secretaries, left here yesterday for Cape Town, en route for Europe. General Dewet will accompany them on the journey to the coast. The date of their return from Europe has not been definitely fixed.

WAX.

Do you believe in waxed polished floors? If so, get our floor wax. Fisher, Thorsen & Co., Front and Morrison streets.

EXCURSION RATES TO CRIPPLE CREEK, COLO.

Account Woodmen of the World convention at Cripple Creek, August 2, the O. R. & N. Co., on July 28 and 29, will sell round-trip tickets from Portland at rate of $57 25. Return limit, 30 days from date of sale. Ticket office Third and Washington.

WHY FREIGHTS ARE LOWER

PACIFIC COAST-BUILT VESSELS ARE CROWDING FOREIGN CRAFT.

Fifty-five Vessels of 57,000,000 Feet Capacity Built in Coast Yards in Two Years—Builders Busy.

The American schooner Eldorado, with a cargo of 1,100,000 feet of lumber, from Portland for the Antipodes, crossed out from Astoria yesterday, following the Ariel and Fred J. Wood, which sailed a few days earlier. The schooner Churchill, with a 900,000 feet cargo, from Knappton for Australia, has cleared and will probably sail today. The Amaranth and the Forest Home are both due to load for the Orient. With the exception of the Fred J. Wood, all of these schooners have been built within the past two years, and their addition, with a large number of other craft of a similar type, has been one of the greatest factors in the present low freight rates out of Pacific Coast ports. In two years (1900 and 1901) 55 of these modern-built lumber droghers were built at Pacific Coast ports, and their aggregate carrying capacity is approximately 56,300,000 feet of lumber. Nearly every one of them makes two trips a year in the foreign trade, accordingly carrying about 112,000,000 feet of lumber.

These vessels have entered the foreign trade in opposition to the British and German ships which formerly handled the business, and in the course of a year handle as much lumber as could be carried by a fleet of 75 square-rigged vessels of 2000 tons capacity. The average lumber-carrying capacity of the British and German iron ships loading at Pacific Coast ports last year was 855 feet per registered ton. The Eldorado, sailing yesterday, carried 1275 feet per registered ton, and the Churchill has on board 1475 feet per registered ton. In former years, when the foreign shipowner sent vessels to this coast seeking grain, exporters were forced to pay pretty good prices or the ships were speedily taken up for lumber. Under the new regime, the Pacific Coast built lumber droghers can carry lumber so much cheaper than the square-rigger that the latter has been almost forced out of the business, and when the big fleet of schooners now under construction, or under contract, enter the water, there will be but a small amount of business for the square-riggers, and they will be forced to accept grain freights or seek business elsewhere.

Dullness in freights in other parts of the world has had something to do with making grain freights about 10 cents per bushel lower this season than they were last season, but a factor of very great importance is this large and rapidly growing fleet of big modern-built wooden schooners and barkentines. Those built on the Pacific Coast in 1900, not including schooners of under 500,000 feet capacity, and steamers, are as follows:

Name and Where Built—	Tons.
A. B. Johnson—Aberdeen, Wash.	460
Ariel—Benecia, Cal.	684
Bainbridge—Port Blakeley	496
Benecia—Benecia, Cal.	653
Churchill—North Bend, Or.	600
Commerce—Alameda, Cal.	621
Expansion—Alameda, Cal.	512
F. M. Slade—Aberdeen, Wash.	650
Fearless—Hoquiam, Wash.	653
Forester—Alameda, Cal.	621
Forest Home—Marshfield, Or.	682
Irene—Fairhaven, Cal.	627
John Palmer—Fairhaven, Cal.	1,060
J. L. Eviston—Marshfield, Or.	662
Kallun—Hoquiam, Wash.	653
Ludlow—Port Blakeley	642
Luzon—Alameda, Cal.	612
Minnie A. Caine, Seattle, Wash.	779
Oliver J. Olsen—Aberdeen, Wash.	696
R. C. Slade—Aberdeen, Wash.	601
Rainier—Hoquiam, Wash.	870
Rosamond—Benecia, Cal.	1,348
Ruth E. Godfrey—Port Blakeley	497
Santa Paula—Fairhaven, Cal.	632
Stimson—Ballard, Wash.	605
William Olsen—Alameda, Cal.	491

The additions made to the list in the year 1901 were as follows:

Name and Where Built—	Tons.
A. F. Coates—Hoquiam, Wash.	541
Advent—North Bend, Or.	399
Alumna—North Bend, Or.	644
Amaranth—Benecia, Cal.	1,063
Aurora—Everett, Wash.	1,070
Balboa—Port Blakeley	951
Chehalis—Fairhaven, Cal.	723
David Evans—Marshfield, Or.	748
E. B. Jackson—Aberdeen, Wash.	615
Eldorado—Aberdeen, Wash.	794
Gamble—Port Blakeley	626
Georgiana—Fairhaven, Cal.	870
James Johnson—Seattle, Wash.	993
James Bennett—Marshfield, Or.	692
James Tuft—Port Blakeley	1,043
Kohala—Fairhaven, Cal.	778
Kona—Alameda, Cal.	642
Lahaina—Oakland, Cal.	994
Mahukona—Hoquiam, Wash.	653
Mindora—Alameda, Cal.	642
Solano—Benecia, Cal.	692
Sophie Christensen—Port Blakeley	570
South Bay—Tacoma, Wash.	489
W. F. Garms—Everett, Wash.	972
W. J. Patterson—Aberdeen, Wash.	569
W. H. Marston—San Francisco	1,110
Watson A. West—Aberdeen, Wash.	747
Wempe Bros.—Aberdeen, Wash.	606
William Nottingham—Ballard, Wash.	1,062
Total, 1900-1901	40,256

While the above showing is a remarkable one in comparison with all previous records, it will be eclipsed by that of 1902. Including the vessels already launched this year and those on the stocks and to be completed before the end of the year, there will be over 30 more of these 1,000,000-feet carriers to aid in supplying lumber shippers with cheap freights, and incidentally help out the wheatgrower at the same time.

FOREIGN AND COASTWISE.

Grain, Lumber and Merchandise Fleet Busy Along the Waterfront.

The French bark Asie was cleared yesterday by Balfour, Guthrie & Co. for Queenstown or Falmouth for orders, with 121,418 bushels of wheat, valued at $88,500. She will leave down the river this morning. The Wynford was taking in cargo yesterday, and will probably finish loading by the end of the week. The British ship Sierra Estrella was discharging her inward cargo, and the schooner Abbie was also discharging a lot of oil at the foot of Pine street. The Oriental liner Indrasamha was loading lumber. The steamer Lakme completed her lumber cargo for San Pedro yesterday and left down the river. She carries about 600,000 feet and will stop at Westport to add a few piles to her deckload. The Lizzie Vance arrived up and went to the North Pacific mills to load. The Oliver J. Olsen is loading at Inman-Poulson's mill. The steamer Sequoia is en route from San Francisco to load lumber here. She is bringing inward cargo to the Frank Woolsey Company.

LARGEST IN THE WORLD.

Floating Drydock With a Lifting Power of Over 17,000 Tons.

The largest floating drydock in the world, not excepting the one that Portland is to have within the next century if all goes well, has just been launched at the yards of Swan & Hunter, at Wallsend-on-Tyne, and is being towed across the Atlantic to its final berth in Bermuda, where it will replace the old floating dock that has been there since 1869. This colossal structure exceeds the new American-built dock at Algiers, La., by some 20 feet in length, and is equipped with more modern features, such as a series of traveling cranes, electrically driven; also an electric light installation, with its own generating plant, which is provided in one wall for lighting all the interior compartments of the dock. The new dock is 545 feet long, and, having no gates, the length of the ship it can take is not restricted. Its clear width of the entrance between the walls is 100 feet, the lifting power is 17,500 tons, and the walls are of sufficient height to allow of a vessel drawing 32 feet to be taken. The largest battle-ship can be docked. Each boiler, engine and pump is duplicated in each wall, so that if only one boiler, engine and pump remain available, the dock can still be lifted. Another innovation is that the bottom of the dock is protected by a series of bilge keels, so that it is possible at low water for the dock to a certain extent to rest upon the rough coral moored. The transportation of this weighty structure of 10,000 tons across the ocean will occupy some three weeks, and the towing charges alone are estimated at from $75,000 to $100,000.

FAST LINE WANTED.

But British Are Not Wholly in Favor of Subsidies.

LONDON, July 22.—The House of Commons committee appointed to inquire into the question of steamship subsidies was in session this morning and examined Senator G. A. Drummond, of Montreal. Mr. Drummond said he had arrived at the conclusion from recent developments of American shipping combines that the land lines practically controlled the situation, and that the ocean lines were merely adjuncts.

At first sight it would appear that the purchase of a number of old British steamers by the American combinations could be remedied by building new boats. But he believed that if this was done by a new organization it could be made unprofitable by the Americans, who by means of through bills of lading from the producing centers could control freights as well as, as a considerable portion of the passenger traffic.

He believed that the only hope of escape from the control of the American shipping combine lay through Canada. Therefore he advocated a speedy, up-to-date service of 22-knot steamers between Great Britain and Halifax instead of New York. Such a line ought to be subsidized to the extent of £200,000 to £400,000 yearly for ten years, half payable by Great Britain and half by Canada. Thereafter he believed that the line, if judiciously managed, would be self-supporting. It would be advantageous to both countries to stimulate the trade between Great Britain and Canada.

Rear-Admiral Lord Charles Beresford told the commission that he did not favor fostering trade by means of bounties; he objected to subsidies, but attached the greatest importance to Great Britain owning a mercantile marine containing vessels of great speed, and favored postal subventions for the encouragement thereof. Lord Beresford suggested that the government might build 25-knot liners and allow the companies to work them, the government sharing in the profits. The conference of the Colonial Premiers today also discussed the question of subsidies, the economic carriage of goods, and combated the subsidizing policy of other governments. Nothing of a definite character, however, was accomplished.

PEACE IS RESTORED.

Puget Sound Pilots Will Drop Prosecution of Canadian Pilot.

The differences the Port Townsend pilots recently had with the Vancouver pilots have been amicably settled, and Captain Patterson, of Vancouver, may now venture into Washington waters without fear of prosecution.

It turned out that when Captain Patterson took the steamer Cymbeline out from Vancouver, he ceased to act as pilot after passing the local limits. However, as he had no means of leaving the steamer till she reached the Sound, he continued on her to Tacoma. Owing to there being no system of compulsory pilotage on Puget Sound, the master of the Cymbeline took his vessel up to Tacoma without any assistance, but the Port Townsend men thought that as Captain Patterson was aboard, he was piloting her.

It has now been agreed between the pilots that if the Vancouver men board a vessel bound up Sound they will hand her over to the Americans at Port Townsend, and when the Americans take a vessel out of the Sound for Vancouver they will return the compliment at the same place.

CATCH OF THE WHALERS.

Most of the Vessels Have Had Rather Poor Luck.

SAN FRANCISCO, July 22.—The first news of the sperm and right whalers whose field is in the South Pacific and the Okhotsk Sea has been received in a cablegram from Hakodate, Japan, where the vessels put in annually. The report covered the time up to July 6, and is as follows:

The Charles W. Morgan, Captain Schullion, two right whales and 1100 barrels of oil; bark Alice Knowles, Captain Montgomery, 800 barrels of sperm oil; bark John and Winthrop, Captain Macomber, one right whale; bark Gayhead, Captain Fisher, 500 barrels of sperm oil; bark Andrew Hicks, Captain Williams, 75 barrels of whale oil. The John and Winthrop, Gayhead and California have reached Hakodate since the foregoing report was prepared.

GULF IS SHOALING.

Decreasing Depth May Be Caused by Silt From the Mississippi.

NEW YORK, July 22.—Lieutenant Foster, in charge of the New Orleans branch of the United States Hydrographic Department, has reported to Washington that a recent survey of the Gulf of Mexico near the mouth of the Mississippi River shows only 25 fathoms of water, where there was 60 fathoms at the time of the previous survey. Lieutenant Foster is puzzled over the phenomenon. Many believe that it was caused by volcanic upheavals, the result of the recent earthquakes in the West Indies, while others think it is caused by a deposit of silt from the Mississippi River. As a result of the discovery the Government probably will order a new survey of the entire Gulf of Mexico.

Peary Relief Expedition.

NEW YORK, July 22.—Provisioned for several months and all equipped to withstand the rigors of the Polar Seas, the Peary relief steamer Windward will start today for the far North, says a Sydney, C. B., dispatch to The Tribune. Aboard are Mrs. Peary and little daughter Marie. The wife of the explorer is confident of finding her husband at Cape Sabine and that his return to civilization will be signalized by the news that he has discovered the long-sought-for pole.

Domestic and Foreign Ports.

ASTORIA, July 22.—Sailed—Steamer Elmore, for Tillamook; sailed at 11:30 A. M., steamer Elder, for San Francisco; sailed at 12:40 P. M., schooner Eldorado, for Sydney. Condition of the bar at 4 P. M., smooth; wind northwest; weather clear.

San Pedro, July 21. — Arrived—Barkentine Quickstep, from Astoria.

New York, July 22.—Arrived—Kronprinz Wilhelm, from Bremen; Friederich der Grosse, from Bremen.

Newport, Or., July 22.—Sailed—Steamer Acme for San Francisco.

Tacoma, July 22.—Sailed—Schooner Vidette, for San Pedro; steamer City of Seattle, for Alaska.

Auckland, July 22.—Arrived (previously)—Sonoma, from San Francisco.

San Francisco, July 22.—Sailed—Steamer Columbia, for Portland; schooner Charles R. Wilson, for Gray's Harbor; steamer Newburg, for Gray's Harbor; schooner Sacramento, for Siuslaw River; schooner H. D. Bendixson, for Port Blakeley.

Seattle, July 22. — Sailed—Steamer Olympic, for San Francisco, via Whatcom; steamer City of Seattle, for Skagway. Arrived—Steamer Excelsior, from Valdez; steamer Robert Dollar, from San Francisco; schooner William Olsen, from San Francisco, via Port Ludlow; steamer Shawmut, from San Francisco.

Hoquiam, July 22.—Arrived—Steamer Rival, from Eureka for Aberdeen; steamer San Pedro, for San Francisco.

DAILY CITY STATISTICS.

Marriage Licenses.

Augustus F. Moody, 26; Bertha C. Deplatz, 24.

John F. Curran, 28; Annie Garvey, 24.

Deaths.

July 20, Dora Unrath, 56 years, 7 months, 12 days, 1075 Noble street; cancer.

July 22, Alma E. Frost, 9 years, 10 months, 5 days, Good Samaritan Hospital; endocarditis.

July 20, Lee Chin Man, 48 years, 237½ Pine street; remittent fever.

July 20, James Mulvaney, 29 years; heat prostration.

July 20, Kate Springer, 71 years, 6 months, 212 Seventh street; chronic gastritis.

Building Permits.

Jewish Synagogue, repairs, southeast corner of Sixth and Hall streets; $1000.

Miss Jamison, repairs, Mississippi avenue, between Fremont and Beech; $500.

Simmons Bros., alterations, northeast corner of Third and Yamhill streets; $75.

A. J. Farmer, two-story flat, northeast corner of Third and Lincoln; $6000.

John Scott, repairs, Morrison street, between Twelfth and Thirteenth; $150.

Mrs. F. S. Manion, two dwellings, East Fifteenth, between East Salmon and East Main; $2700.

Real Estate Transfers.

Geo. H. Durham to I. D. Peters, lot 17, block 21, Woodlawn	$ 00
J. H. Marley Co. to I. D. Peters, lot 11, block 13, Woodlawn	75
P. H. Marley to Geo. H. Durham, lot 17, block 21, Woodlawn	1
Emerson Follett to Samuel Swanson, lot 7, block 18, Lincoln Park	1
A. P. Tift and wife to Ivor Williams, lots 2, 3, 4, 5, block 1, East Portland Park	1
B. Lovelace and wife to Elizabeth J. Casaday, lot 3, block 5, Keystone Add.	1850
Wm. J. Hill and wife to Emily Eccles, lots 3, 4, block 1, Oak Knoll Annex Add.	800
O. J. B. Lane and wife to J. C. Gibson and wife, E. ½ lot 10, W. ½ lot 11, block 1, Sunnyside	1
Lulu E. Donner to Mabel Grenfell, lot 10, block 19, Highland	225
S. E. Whitmer and husband to H. E. Noble, lot 1, block 15, Cloverdale Extension No. 2	1
A. Miller and husband to F. E. Leyders, lot 3, block 2, Gay's Add. to Albina	150
Title Guar. & Trust Co. to Laura Breske, lots 9 to 12, block 65, and lots 13 to 16, block 68, Sunnyside Third Add.	1

Abstracts and title insurance, by the Pacific Coast Abstract Guaranty & Trust Co., 204-5-6-7 Failing building.

Should Share Reward With Tracy.

PORTLAND, July 22.—(To the Editor.)—Superintendent J. D. Lee, of the Penitentiary, is right not to pay the full reward, $1250, to Mrs. Waggoner, because under given circumstances she is not entitled to the whole reward. There are two parties to be considered—Tracy, who killed Merrill, and Mrs. Waggoner, who returned Merrill's body to the Penitentiary.

All Mrs. Waggoner can do is to invite Tracy to come to Salem to obtain the full reward and divide with Tracy. I guess this is a logical solution of that case. Of course Mrs. Waggoner's patience will be taxed. Tracy is not home—his address—not known. CITIZEN.

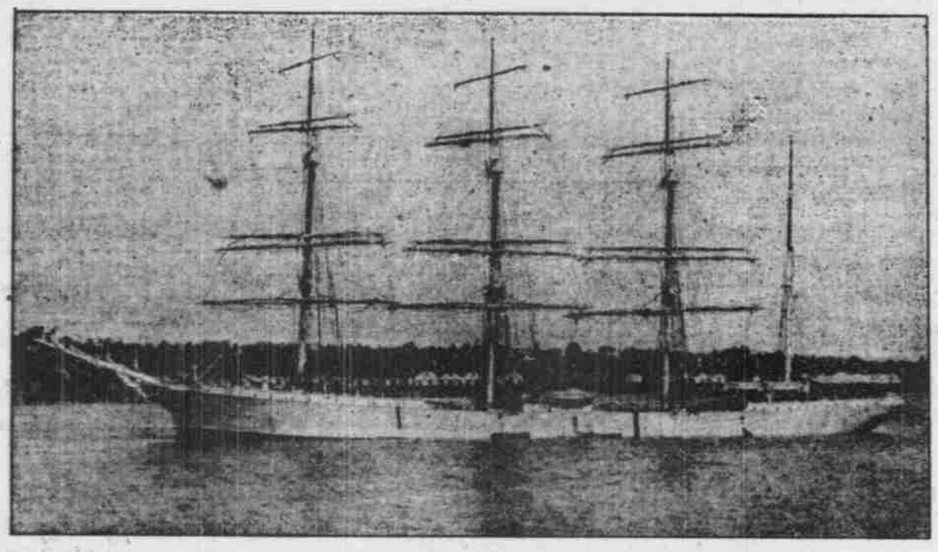
COMMUTATION TICKETS TO THE COAST.

The O. R. & N. Co. has made a $15 rate for individual five-ride, round-trip commutation tickets, Portland to North Beach and Clatsop Beach points. These tickets will be good any time from date of sale up to October 15, 1902, and will be honored in either direction between Portland and Astoria on the boats of the Oregon Railroad & Navigation Company, the White Collar Line, the Vancouver Transportation Company and on trains of the A. & C. R. R. Tickets now on sale at O. R. & N. office, Third and Washington.

RECREATION.

If you wish to enjoy a day of rest and pleasure, take the O. R. & N. train from Union depot at 9 A. M. for a short trip up the Columbia, returning, if desired, by boat from Cascade Locks. Tickets and particulars at O. R. & N. ticket office, Third and Washington.

BARK ASIE IS AS GOOD AS NEW



VESSEL THAT CAPSIZED WILL SAIL SOON WITH FULL CARGO.

The French barque Asie, which capsized at Davidge's Dock January last, has been completely repaired, and will sail from this port tomorrow or Friday with a full cargo. The big ship was discharging ballast, when for some unknown reason she fell over on the dock, breaking her huge steel masts off as though they were wood, and so tangling her rigging that it was at first thought that she would have to be sent to San Francisco to be repaired. Bids were called for, and the Willamette Boiler Works, a local firm, undertook the job. The owners sent Captain Plisson to superintend the work, which took less than five months, involving an expenditure of about $35,000, and when it is taken into consideration that similar repairs to the Asie's sister ship Europe, made in France, cost $70,000, and took nine months to do it, it will be seen that this is the equal of any port in the world for such work. The repairs practically involved the entire re-rigging of the ship. All the wreckage was cleared away, and new steel masts were set in place, each being in two pieces, 130 feet long, and weighing, approximately, 25 tons. This is the first time that a work of such magnitude has been undertaken in this city, and the accomplishment of it in such a short time bespeaks well for the bidders.

PLANS FOR DEEP WATER

(Continued from First Page.)

The money statement shows that there was expended in the year ending June 30, 1902, $46,841 62, and that the balance available July 1, 1902, including the new appropriation, was $249,722 52. The amount estimated to be required for completion of the existing project is $2,673,509 93, of which $500,000 can profitably be expended in the fiscal year ending June 30, 1904, for works of improvement, and $50,000 for maintenance of improvement.

Willamette and Tributaries Above Portland.

"The original project for improvement of the Willamette was adopted in 1870 and modified in 1878 and 1879, and in 1892 was extended to include the removal of obstructions in the Yamhill River to McMinnville. On this project $247,747 51 has been expended. The project of 1896 provided for the improvement of the Willamette River from Portland to Eugene at an estimated cost of $131,697, and on the Yamhill provided for the removal of obstructions and the construction of a lock and dam to obtain a draft of 3½ feet from the mouth of the river to McMinnville, at an estimated cost of $60,000. On the project of 1896 there was expended up to June 30, 1902, the sum of $202,620 69, of which amount $5421 22 was applied to maintenance.

"The river and harbor act of June 13, 1902, appropriates $65,000 for continuing improvement and allows $500 for maintenance of improvement of Long Tom River. As recommended in previous annual reports, it is proposed to apply these funds to construction of a dredging plant to aid in creating and maintaining such depths as may be reasonable and practicable, snagging, and the construction of controlling works at places where they will be of greatest benefit. This is practically continuation of previous operations, with the addition of a dredging plant to aid the work below Corvallis and confining operations above Corvallis to snagging for aid for high-water navigation.

"Aside from the expenditures made during the Fall of 1900 from allotment of $5000 from the emergency act of June 6, 1900, and removal of some snags and drift near Corvallis last November, no work has been done on the Willamette since May, 1900, owing to lack of funds. The river is, therefore, more or less obstructed by snags, but boats are now running to Corvallis on a draft of three feet, with the gauge at the latter place reading four feet above low water. It is hoped that with the removal of snags and some dredging, boats may reach Independence throughout the low-water season. On the Yamhill some little snagging was done during the year, and boats are running regularly to McMinnville, through the lock completed in 1900 near La Fayette.

"The additional work proposed is for the purpose of affording better facilities for navigating the portions of river under improvement, as an extension of benefits is not contemplated."

In the statement of business done on the Willamette River above Portland it appears that 191,901 tons of merchandise and 103,791 passengers were carried in 1901, an increase of nearly 9000 tons of freight and 56,647 passengers over the business handled in 1900.

The money statement shows the balance available July 1, 1902, including the new appropriation, to be $68,070 80. The amount recommended for expenditure in the year ending June 30, 1904, is $50,000, for maintenance of improvement.

The Upper Columbia.

"By the act of June 13, 1902, Congress approved the project of improving the Columbia River between the foot of the dalles rapids and the head of Celilo Falls by means of a canal, and the improvement of the channel of the river in accordance with a project submitted, at the same time authorizing the unexpended balance heretofore appropriated for securing rights of way and commencing the construction of a boat railway, to be used for the canal and other improvements contemplated in the new project. The estimated cost of the existing project is $3,969,371, but Congress has provided that before entering upon the work an examination be made by a board of engineers with a view to modifying the project in such way as to diminish the cost thereof."

The available balance is $214,341 51, and it is estimated that $200,000 can profitably be expended on the improvement for the fiscal year ending June 30, 1904.

The present project for improvement at Cascade Locks provides for utilizing 462 feet of the incomplete canal above the upper lock gates as a second lock, by putting in a concrete floor and the necessary side walls. This modification also provides for raising the protection works of the canal six feet higher. The estimated cost of this additional improvement was $413,360. The total of appropriations for the entire work at the cascades, original and modified, is $3,778,000, and it is estimated that $229,260 will be required to complete the project, all of which sum could profitably be expended in the year ending June 30, 1904.

The plan for improvement between Vancouver and the mouth of the Willamette contemplates increasing the depth of water from 10 to 20 feet. The new bill carries an appropriation of $2000, besides which there is an available balance of $227 66. For the year ending June 30, 1904, $10,000 is recommended.

"Whether the industries of Vancouver could offer vessels drawing 20 feet of water sufficient inducements in the way of cargoes to make it an object for them to call at that place is questionable, but cannot definitely be determined until the projected depth is secured."

Coos Bay and River.

The original project for the improvement of the entrance to Coos Bay was approved in 1879, and contemplated an expenditure of $600,000. Under it 1760 feet of timber crib and rubble stone jetty were built at a cost of $313,750. The existing project was framed in 1890, and "provides for obtaining and maintaining a channel 20 feet deep at low tide, through the ocean bar at the entrance to the bay, by confining the entrance between two high-tide rubble stone jetties, the north jetty to be 9600 feet long and the south jetty 4200 feet long. The estimated total cost of this project, exclusive of the amount expended on the original project, is $2,466,412 20. The amount expended on the existing project up to June 30, 1902, is $867,016 88, of which $142,016 88 was for maintenance of improvement.

"Inasmuch as the projected depth of 20 feet at low tide was practically obtained in 1896 and has been maintained with but rare exceptions since, by means of the north jetty alone, the necessity for constructing the south jetty is not at this time apparent. The $50,000 appropriated by act of June 13, 1902, will be used for maintaining the present north jetty."

The commercial statistics submitted show the tonnage crossing the bar last year was 97,500, the lightest for 15 years. The money statement shows $57,900 68 available, and the estimate of the sum that can profitably be expended in the year ending June 30, 1904, is $92,950 64, all for maintenance.

For snagging and removing boulders from Coos River, $94 83 was expended in the year just past. An appropriation of $2000 is now available, and for maintenance in the year ending June 30, 1904, $3000 is recommended.

Tillamook and Yaquina.

In 1892, when the present project for the improvement of Tillamook Bay was adopted, only boats drawing less than three feet could pass between Tillamook City and Hobsonville. There has been expended on the work $78,623 29, of which $5649 92 was for maintenance, and now vessels drawing nine feet of water can reach those towns at mean high tide. Including the $27,000 just appropriated, there is available for further work at Tillamook $27,051 39, and it is estimated that $5000 can profitably be expended in maintenance in the year ending June 30, 1904.

Under projects for the improvement of Yaquina Bay up to June 30, 1900, about $693,000 was expended and a depth of 14 to 15 feet of water on the bar at mean low tide, or 21 to 22 feet at mean high tide, was obtained, which was deemed to have satisfactorily completed the project. On a new project calling for the removal of a cluster of rocks from a point near the outer end of the south jetty, $15,073 38 has been expended in the past two years, leaving an available balance of $41,785 62. There is no new appropriation, and none is recommended for the year to end June 30, 1904. "The maximum draft that could ordinarily be carried during the fiscal year ending June 30, 1902, at mean low tide over the shoalest part of the locality under improvement, was about 13 feet."

Other Improvement Works.

The project for improving the mouth of Siuslaw River is for the construction of two jetties so as to maintain a depth of eight feet of water on the bar at low tide. The estimated cost of the improvement was $700,000, and $151,700 83 has been expended in building 4080 feet of north jetty, including a tramway approach 3029 feet long at the shore end. Nothing was done last year. There is now available $35,247 17, and it is estimated that it will require $513,000 more to complete the project, $75,000 of which can be profitably expended in the year ending June 30, 1904.

The original plan for improvement of the Coquille River was adopted in 1878, and was for jetties to confine the discharge at the mouth of the stream and obtain a depth of 12 feet of water at low tide. Two years later the required depth was reduced to 10 feet, and in 1888 it was made eight feet. Under these projects $208,051 82 has been expended, including $20,874 40 for maintenance. The south jetty has been completed its full length of 2700 feet, and about 500 feet has been built on the north jetty, which is to be 1500 feet long. The depth on the bar now ranges from 4 to 10 feet at mean low tide. The balance available is $31,844 18, and it is estimated that $45,000 more will be required to complete the improvement, all of which can be profitably expended in the year ending June 30, 1904. The commerce of the Siuslaw has been steadily growing, and last year amounted to 22,975 tons.

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