

THE CROSSING
BY WAY OF CHANNEL

Port Officials Find Position of Main Is Hindrance to Future Plans.

HARBOR SURVEY IS MADE

Removal of Few Lumps Will Make Better Basin From Mill to Main Roadway—30-Foot Channel Is Ultimate Desire.

That Portland's administration is unintentionally interfering with navigation, through not taking steps to lower the Hull Run pipe line south of the Madison-street bridge, was reported yesterday, when officials of the Port of Portland Commission made an exhaustive survey of the upper harbor and found a large portion of her deck-load aboard, shifted yesterday afternoon from the Portland mill to Linton, and the tramp, which is in the Portland mill, has started her deckload.

RECENT OPERATIONS SUCCESSFUL.

Soundings were first made on the East side, between the Morrison-street bridge and the new dock of the Oregon Improvement Company. Adequate depths were found for steam schooners and such vessels as discharge cargo there, showing that recent dredging operations were successful, and with the exception of a few lumps to be removed, the basin and main channel are clear.

Through the Madison-street bridge channel Captain Groves continued using the lead lines and more than 25 feet of water was found in the road, with depths close to 30 feet north of the bridge. The McCracken was dredged upstream on a line with the ranges to the Portland mill, where the best water was found toward the west shore, but the channel walls are holding back the water, and the depth where dredging has been carried on. Crossing the stream to Inman-Poulsen's, the work was carried on more thoroughly to ascertain to what extent recent work has improved the road.

With the tug steaming on the range bearing from the south end of the new mill dock, the channel was found to be in satisfactory condition. The Portland mill, and depths taken from east to west were encouraging. With the removal of a few lumps it will be possible to create a line with the ranges to the Portland mill, where the best water was found toward the west shore, but the channel walls are holding back the water, and the depth where dredging has been carried on.

UPPER HARBOR IMPORTANT.

Casts made in the vicinity of the old water main were not satisfactory. As the 30-foot channel project being fostered by the Port of Portland Commission is a long one, it includes the territory from Ross Island to the sea, and the upper harbor is becoming more important from a shipping standpoint. The case of the lumber cargoes that are being loaded, it is regarded as imperative by navigators that dredging be continued. Under existing conditions, for additional depth cannot be uniformly obtained until the pipe line is lowered.

SMOKE IS BOTHER TO FLEET

Beaver Has Disagreeable Trip, Glenlee Delayed, Northland Grounds.

Excluding the loss of life and property, the greatest discomfort felt by the crew of the steamer Beaver, which was being piloted by masters and pilots of vessels plying from Portland, for not a craft arrives but that delays or accidents are credited to the smoke condition of the river and ocean along the Coast. For the first time this season fog whistles were sounded in the harbor Thursday night and the smoke later followed, so thick that steamers were compelled to anchor or tie up.

MOVEMENTS OF VESSELS.

PORTLAND, Aug. 26.—Arrived—Steamer Beaver, from San Pedro and San Francisco; Steamer Rose City, from San Francisco; Steamer J. A. Chanlor, from San Francisco; Steamer J. A. Chanlor, from San Francisco; Steamer J. A. Chanlor, from San Francisco.

PORT STANLEY CHARTERED

American Trading Company Takes Netherlee for Australian Cargo.

ROANOKE TO ST. JOHNS

Broken Pump on Oregon Drydock Makes Plant Useless.

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80 PER CENT SUGGESTED

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STEAMER INTELLIGENCE. Table with columns: Name, From, Date, To, Date.

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15 miles, and they have located and examined 10 glaciers, where, thus far, only three have been reported.

H. H. Riddell, who has had general charge of the expedition, said: "Instead of finding three peaks, we found six snow-capped mountains of similar height. These are the Three Sisters Peaks, Broken Top, the Bachelor and the Husband."

After an hour spent in writing up the records for the strong box and in eating lunch the descent was begun and camp was broken up at 5 P. M. The success of the trip was due to the wise leadership of Mr. Prouty and to the individual courage and coolness of the different members of the party. The party was at no time tied together, the rope only being used when scaling cliffs.

Narrow Escapes Numerous.

Hair-breadth escapes and moments of extreme peril were numerous for each member of the party, but the day passed without any accidents. The half-inch rope was cut by a falling rock, and the party was just about to descend on the rope climbed down the cliff, recovered the fallen portion and made a safe landing-place. The rest of the party was just about to descend on the rope climbed down the cliff, recovered the fallen portion and made a safe landing-place. The rest of the party was just about to descend on the rope climbed down the cliff, recovered the fallen portion and made a safe landing-place.

Girls Show Grit.

Because of the difficulties and dangers of the climb, it will probably be many years before the ascent of Prouty Peak will be attempted again and it is not likely that any woman will ever set foot on its summit again. The men of the party speak with the most unbounded admiration of the nerve and grit shown by the three girls. Whether crawling along rocks, hundreds of feet from a safe landing-place, hanging on with fingers and toes to holes cut in the ice or clambering hand-over-hand up and down cliffs on a rope, they never lost their courage or their cheerfulness.

SIX HIGH PEAKS CLIMBED

Mazamas Home From Noteworthy Trip to Three Sisters Region.

EUGENE, Or., Aug. 25.—(Special.)—The six high peaks of Mazamas have returned to Eugene, after an outing full of enjoyment and excitement to them, and of great value to others interested in the Three Sisters Peaks region.

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