

BULK SHIPMENTS OF WHEAT IS PLAN

Elevator to Be Built on Water-front as Terminal for Coast Trade.

SAVING OF TIME FACTOR

Bringing of Southern Products to This City Included in Project Outlined by California Grain & Milling Firm.

Under the supervision of the Globe Grain & Milling Company, a California corporation, which has maintained an agency here for several years, a steamship line is to be operated from Portland to San Francisco, San Pedro and San Diego, carrying wheat in bulk. The company has an elevator at San Francisco and plans to build one here if sufficient business can be secured for the marine business, and four others will be erected at San Pedro and one at San Diego.

It has been rumored for some time that the company would improve its present waterfront property, which is known to be the dock located on the East Side, south of the approach of the Steel bridge, but the plans have not been announced by E. J. Eisenmayer, vice-president of the concern, with headquarters at Los Angeles.

Steam Schooners to Be Used.

"Before we build the elevators we intend to ship considerable wheat from Portland on our steamer line," said Mr. Eisenmayer.

It has not been given out what vessel or vessels will be used, but the usual type of steam schooner will be used with special provision made for the holds for shipping wheat in bulk. That means a vessel arriving here will be delayed but a short time getting cargo and on reaching any of the southern ports will be discharged with the same rapidity.

Arrangements probably will be made for the line to bring California products north as a means of cutting down the operating expenses.

Cost Is Reduced.

Grainmen say that the cost of handling wheat in sacks is an important item and if the cereal can be loaded and discharged in bulk, as is done on the grain docks, it will be lower than in the usual sailing will be made. In the 1910-11 grain season California drew on Portland for 3,447,579 bushels of wheat and in the preceding period there was 2,888,058 bushels moved. In 1910-11 the state bought 114,326 barrels of flour and in the 1909-10 season the business reached 221,953 barrels.

Plans for the Portland elevator have been drawn at Los Angeles and are expected here in a week. The company has the dock under lease from the Harbormen interests and actual work in the way of altering it will be deferred until the completion of the new Hamlin bridge, at which the old bridge now stands, can be torn out and that will give the company more space in which to handle vessels.

CROWN OF INDIA CHARTERED

Hazel Dollar Will Be Delayed in Sailing Until Next Week.

Balfour, Guthrie & Co. have taken the ship disengaged foreign bottom on the Coast, the British ship Crown of India, which is at San Francisco discharging an Antwerp cargo. She will come here for lumber that is to be dispatched to South Africa. The rate is reported to be 7½¢ ad. and with the exception of the barkentine Jessie Johnson, which is engaged on the China coast, all the lumber will be loaded up idle tonnage.

Another fixture announced is that of the schooner Espada, which has been chartered by W. R. Grace & Co. for Valparaiso, but she will load lumber in Grays Harbor. The schooner is en route to San Francisco with a coal cargo from Newcastle upon Tyne.

The British steamer Hazel Dollar, which is loading here and was to have gotten away this week, will be delayed a few days owing to all of her cargo not having been cut. Captain Bruce, who is master of the barkentine Jessie Johnson, will remain in command of her for the present voyage, which will be to China.

FIVE ALIEN CHINESE IN CITY

Oregon City Officer Is Told They Are Tong Men.

It is reported that five Chinese have slipped into Portland, coming from Mexican territory, without the formality of having consulted the immigration authorities and if true, the facts go to show that even though the strictest vigilance is maintained, a Chinese can get across from Mexico to Vancouver, B. C., last week by express and the Wells-Fargo Interests filed a bond for his safe delivery out of the United States, it is not impossible for the aliens to enter.

At the same time, if the five Celestials remain in the city, they will no doubt fall into the clutches of the officers. They are said to have made the journey over the Southern Pacific and at Oregon City were interrogated by the chief of police, but after ascertaining that they were really the country merely satisfied himself with taking their word for it that they were not heading for Portland to participate in threatened Tong riots. The Government has dealt several severe blows to persons directing the smuggling of Chinese across the border from Mexico, but all avenues of escape cannot be watched.

SHIP'S CARGO MAY BE SOLD

Lumber Expected to Be Shipped to West Coast.

Lumber saved from the schooner William Nottingham, which amounts to about 185,000 feet, will be sold by Captain Albert Cross, Portland representative of the San Francisco Board of Marine Underwriters. He has been instructed to assume charge of the material, which is piled on a wharf adjacent to the foot of Portland dock, but is awaiting additional instructions before seeking bids. The lumber, while all rough, is of the best grade of merchantable stuff, some being clear and it is said that but a small portion is No. 2 grade.

When the Nottingham sailed from the Columbia River she carried 1,257,000 feet. She encountered a blow that resulted in her being damaged and waterlogged and much of her load was lost. Of that saved it is thought comparatively little was rendered useless.

through staining and it is not improbable that the lumber remaining will be purchased for exportation to the West Coast. Nothing new has been given out concerning repairs to the Nottingham and it is thought that the owners and underwriters have not effected a final adjustment.

ENGINEER MEANEY ACCUSED

Assistant on Sarah Dixon to Be Tried for Negligence.

Stephen J. Meaney, assistant engineer on the steamer Sarah Dixon when her boiler exploded January 18, was formally charged by United States Inspectors of Steam Vessels Edwards and Fife yesterday with negligence while on duty and will be tried Wednesday, February 21.

Meaney was not in charge of the engineer room of the vessel at the time of the accident. Chester L. Lewis, chief engineer, having been on duty, and on a decision of the inspectors released yesterday, the latter was found guilty of carelessness and his license revoked. Meaney testified before the inspectors at the investigation and later during the trial, and it is supposed that information was imparted then, dealing with the manner in which water in the boiler was looked after, resulted in the charge being filed against him. It was

STEAMER INTELLIGENCE.

Due to Arrive.

Name	From	Date
Sue H. Elmore	Tillamook	Feb. 27
Mayo	San Pedro	Feb. 27
Breakwater	Seattle	Feb. 28
Rosacea	San Francisco	Feb. 21
Wester	San Pedro	Feb. 22
Pacific	San Diego	Feb. 23
Geo. W. Elder	San Diego	Feb. 24
Rose City	San Pedro	Feb. 27

Scheduled to Depart.

Name	To	Date
Haward	S. F. for L. A.	Feb. 27
Elmore	San Francisco	Feb. 28
Tale	S. F. for L. A.	Feb. 19
Breakwater	Coos Bay	Feb. 20
Rosacea	Manila	Feb. 21
Wester	San Pedro	Feb. 22
Pacific	San Diego	Feb. 23
Geo. W. Elder	San Pedro	Feb. 24
Rose City	San Pedro	Feb. 27

Iron Rate Attacked.

The relationship of the rate on automobiles, and the rate on other similar commodities, he contended, is not proper and contrary to the decision of the Commission in the case of the St. Louis Business Men's organization, in which it was held that the less-than-carload rate should not exceed the carload rate to one market and that in effect they are a discrimination against the leader in suburban districts. The testimony showed that Portland automobile concerns ship automobiles into this city in carload lots, at the rate of \$3 a hundred pounds, and that they distribute to cities, that it creates a monopoly of business in the large cities and that it is unreasonable in comparison to the carload rate.

E. M. Cousins, attorney for the plaintiff, introduced evidence yesterday to show that a low carload rate and high rate on the automobile business to one market and that in effect they are a discrimination against the leader in suburban districts. The testimony showed that Portland automobile concerns ship automobiles into this city in carload lots, at the rate of \$3 a hundred pounds, and that they distribute to cities, that it creates a monopoly of business in the large cities and that it is unreasonable in comparison to the carload rate.

Representatives of the O. W. R. & N. Co. and the North Bank Road, through their attorneys produced testimony based on the contention that automobile rates should not be so discriminated that it is to move under the same rates that other vehicles do. They ridiculed the idea that the rate on an automobile should be based on the rates made for wagons and carriages and those for gas engines. They also pointed out that an automobile is shipped in with other merchandise demands a large amount of space and that it causes a great risk.

Iron Charges Also Up.

The examiner started late yesterday afternoon to take evidence in the case of the Security Vault & Metal Works, represented by A. J. Parrington. The plaintiff contends that the rate on corrugated iron intended for use in bridges and culverts should be 50 cents per ton, 50 per cent. The present less-than-carload rate from Eastern manufacturers to Portland is \$7, which is 133 percent higher than the carload rate.

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Avalena Reported Late.

Four lumber-laden vessels from Oregon and Washington are now many days late in arriving in San Diego. The barkentine Arago has been out 31 days from Coos Bay, with lumber, and has not been reported for some time. The others are the schooner Albenya, from Port Blakely, Puget Sound, 22 days out; schooner Alvensa, out 22 days from the Columbia River, and the schooner Mawema, out 19 days from Willapa Bay.

Marine Notes.

On loading the last lumber intended for her at Rainier today the steamer Shasta proceeded here to finish at the North Pacific mill.

As Commissioner, Mrs. Anna, Pease and Dodge were absent from the city yesterday there was no special session of the Port of Portland to consider bids on food supplies, and another gathering may be called for Monday.

Balfour, Guthrie & Co. have chartered the schooner Tamico to load wheat here for Manila, Feb. 27.

The vessel was built in 1906 but has not been in port recently.

General Manager Talbot, of the Port of Portland, visited the dredge Columbia yesterday, which he ordered to work on the east channel above the St. Johns bridge, where a shoal exists.

He thinks the dredger will finish about 10 days and then the bridge may

put into operation again.

The case of Page & Sons against the Southern Pacific Company was dismissed because the prosecution did not put in an appearance.

AUTO RATES FOUGHT

Charges for Shipment of Cars Are Called Excessive.

ALL COAST IS CONCERNED

Interstate Commerce Commission's Examiner Takes Up Plaint of H. L. Keats Company—Discrimination Alleged.

Automobile shipments to every terminal point on the Pacific Coast are involved in the need for a rate. Paul Sausse, state examiner of the Interstate Commerce Commission, in the Commercial Club building yesterday, in which the H. L. Keats Auto Company raised the contention that the present less-than-carload rate is excessive, that it prohibits the movement of automobiles to the large distributing centers, that it creates a monopoly of business in the large cities and that it is unreasonable in comparison to the carload rate.

"It seemed strange to me, in view of the aged and matured nature of the case and the least desire of publicity which it obtained, that I should have dismissed the indictment without remembering it," said Judge Morrow. "For this reason I had my clerk look up the order and was pleased to find that my memory had not played me false."

Judge Morrow, kept flowing cold water on this case right along," said Deputy District Attorney Fitzgerald.

"I do not believe that justice should be trifled with in this manner. I do not say that any ulterior motive prompted the dismissal, but what is the use of having criminal charges if cases are to be so disposed of?"

When interviewed by an Oregonian reporter Thursday night about the dismissal Judge Gatesen said that the question of dismissal had been presented to him by Deputy District Attorney Michele and that he had refused the request.

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