

HIGHER TRUSS ON NEW BRIDGE ASKED

Marine Interests Seek Revocation of Permit for Harriman Span.

110 FEET HELD TOO LOW

Contractors Anticipate Protest to War Department and Voluntarily Increase Height to 115 Feet—River Closed Today.

General Hixby, Chief of Engineers at Washington, telegraphed yesterday to Major Melndos, Corps of Engineers, U. S. A., requesting that he acquaint the department with details of the permission granted the O. W. R. & N. R. to erect the draw span of the new Harriman bridge by means of a truss that will prevent vessels with high masts from passing beneath. The step to the result of a move on the part of marine interests, who allege they will be damaged through the work, and they sent numerous telegrams to United States Senators Chamberlain and Hiramson asking that the War Department rescind the permission.

It was asked that when the order is recalled, which provides that the truss be 110 feet above low water, that another be issued, stipulating that the truss shall be 115 feet high. Evidently anticipating the move of the anti-antagonistic shipping men, Mr. Wakefield had a crew on the temporary supports yesterday engaged in raising the base of the truss which is to go into position today, will be 115 feet above low water, making it 108 feet above the present stage of the river.

Major Melndos said yesterday that he would meet with Mr. Wakefield today and go into the situation again, and if necessary designate a time when he would hear complaints with a view to advising General Hixby if he deemed it best to recommend that the original permission be revoked and greater clearance demanded beneath the truss. If additional clearance is demanded with only a reasonable delay and expense, it may be favored, but as the contractor voluntarily raised the supports without the necessity of the department, it is believed the present arrangement will not be disturbed.

BEAR IS BULLDOG OF FLEET

Captain Nopander Accepts Title Conferred by Writer.

Captain Nelson, of the steamer Beaver, expands his chest each time his vessel is referred to as the "bulldog" of the "Big Three" fleet. Captain Nelson, of the Rose City, says that carrier has a rightful claim to the appellation, "popular," "popular," "popular," he ignored what he terms plebeian titles for that of "bulldog" for the Bear, because on his last trip to San Pedro a Southern California writer so christened her.

LONGSHOREMAN LIBELS BARK

Says Injuries Were Caused by Defective Ladder Lashing.

C. J. Babcock, a longshoreman, was responsible for the British bark Port Stanley being libeled yesterday, when she finished loading wheat at Oceanic dock, as he appeared as plaintiff in an action begun in the Federal Court to collect damages in the sum of \$10,000 for personal injuries. United States Marshal Scott took charge of the vessel and it is probable a bond will be filed for her release today, as she is ready for sea.

PLANS FINISHED FOR DREDGES

Papers to Go to Washington This Week for Approval.

Bids for two new 24-inch suction dredges to be built for the Government and intended for service on the Columbia River, made by the United States Army Corps of Engineers, are being looked for in completing the undertaking, as the second dredger will be a duplicate of the first and the same patterns can be used. It is roughly estimated that the dredges should be ready for acceptance by the Government in less than a year and a half, so they will be available for the winter season of 1912. In general they will resemble the dredge Columbia, of the Port of Portland fleet, though smaller, as she has a 20-inch suction.

STIMP SOUL SOUGHT

Rotary Club Indorses Plan to Reclaim Logged-Off Land.

D. O. LIVELY PROPOSES IT

Chairman at Immigration Luncheon Would Have Government Save for Settlers Acres From Which Timber Is Cut.

That the United States should undertake the reclamation of logged-off lands and their preparation for the settler, as it now undertakes the reclamation of desert lands by irrigation, was the substance of a proposal made by D. O. Lively, who presided over the "immigration luncheon" of the Rotary Club yesterday. Mr. Lively's idea was formulated in a motion, and the Rotary Club placed itself on record as favoring Government reclamation of logged-off lands.

Grass to Halt Sand-Drifting.

MARSHFIELD, Or., Feb. 27.—(Special.)—To prevent sand on the north side of the river from drifting a large amount of Holland grass is to be planted this year. The commissioners of the Port of Coos Bay appropriated \$1000 for this purpose and asked that the Government co-operate in the work. Major Morrow, of the Government engineering office, is in charge of the work, and has instructed Engineer Lee, in charge of the Government dredging here, to superintend the planting of the grass. Last year about 50 acres were planted, and the Holland grass, which is a great extent prevents the drifting. The cost of planting the grass is about \$10 an acre.

Marine Notes.

Inspectors Edwards and Fuller will board the new gasoline stern-wheeler "Columbia" today on their initial visit to that craft, and will also inspect the steamer E. G. Bateman.

As the steamer Rose City was five hours late leaving San Francisco, she did not reach Portland until after 10 o'clock last evening. She entered the river at 1 o'clock and left up at 2 o'clock.

Rafour, Guthrie & Company have chartered the French ship Tilers, a trader well known here, to load general cargo at Hull and Newcastle-on-Tyne, Portland. She will begin loading in May and will not be chartered for what undoubtedly will be a member of the 1912-13 fleet.

In water ballast from Nainalmo, B. C., the Maple Leaf, a French bark, entered at the Custom House yesterday and the work of loading wheat on her will be begun at Monksberry dock No. 2 this morning. The French bark, Pierre Antonie entered from Newcastle, N. S. W., and of the cargo of coal she brought to the Columbia River 114 tons were discharged at Astoria and 1804 tons brought here. The work of unloading her will be started at noon today.

The steamer Oklahama yesterday backed through the Morrison-street bridge so as to discharge a log that had caught on cables lying on the river bed and was standing upright in the channel. The log was towed shoreward so as to be out of the path of vessels finished working wheat at Oceanic dock the British bark Port Stanley was shifted to the stream yesterday.

Objections aired by deepsea skippers to the light-vessel at the mouth of the Columbia being shifted two miles to the northward, so she would be on a line with the proposed gas buoys to be established to mark the channel across the bar, have caused the Bureau of Lighthouses to order that the vessel remain in her present position. It is said that the prevailing weather is from the southwest and the most frequent from the southeast, so the light-vessel is always the first object sighted by skippers bound from the south.

Movements of Vessels.

PORTLAND, Feb. 27.—Arrived—Steamer Nebula, from San Francisco; steamer Rose City, from San Pedro and San Francisco; steamer Carlos, from San Francisco; steamer A. Chanter, from Monterey; steamer Catalina, from San Francisco; steamer Casco, from San Francisco; French bark Tilers, from Newcastle, N. S. W.; steamer W. S. Porter, from Monterey. Sailed at 8 A. M.—Steamer Nebula, for San Francisco. Arrived at 8:30 A. M. and left at 11:30 A. M.—Steamer Carlos, for San Francisco. Arrived at 8:30 A. M. and left at 11:30 A. M.—Steamer A. Chanter, from Monterey. Sailed at 8 A. M.—Steamer Catalina, for San Francisco. Arrived at 8:30 A. M. and left at 11:30 A. M.—Steamer Casco, from San Francisco. Arrived at 8:30 A. M. and left at 11:30 A. M.—Steamer W. S. Porter, from Monterey. Sailed at 8 A. M.—Steamer Nebula, for San Francisco. Arrived at 8:30 A. M. and left at 11:30 A. M.—Steamer Carlos, for San Francisco. Arrived at 8:30 A. M. and left at 11:30 A. M.—Steamer A. Chanter, from Monterey. 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