

# CROPS UNDEPENDENT

## Quality, Not Quantity, of Barley and Wheat Most Affected to Date.

### OATS DAMAGE IS SLIGHT

#### On Weather This Week Future of Hay Resists—Fruit Reports Favorable—Hops Not Hurt, but Growers Inconvenienced.

The extent of damage done to Northwestern crops by the rain will depend on whether or not the storm continues. Should the weather turn favorable the loss may not be as great as anticipated, but a week more of this weather will be serious. Already some damage has been done, but it concerns the quality rather than the quantity of the crops, which is unfortunate.

Reports received by local grain dealers yesterday from Eastern Oregon and Eastern Washington were more encouraging so far as weather prospects were concerned, but all told of damage inflicted on the crops. The amount of the damage, of course, could not be determined, and it will be some time before an estimate of the loss can be made. The progress of the harvest varies in different localities. In some sections no loss at all was reported and elsewhere much of the damage can be repaired by proper precautions.

#### 10 Per Cent is Harvested.

About 10 per cent of the wheat crop is believed to be harvested and much that is sown and remains in the fields is protected from the elements. At some points sown wheat in the fields was matted and there were numerous reports of grain sprouting where it was not skillfully shocked.

Where the later harvesting has been interrupted by the rain the farmers are hopeful that a spell of clear weather will enable them to complete the work, but there is much apprehension that a considerable amount of bleached wheat will be found.

The damage to the barley crop has already been inflicted. The early rains stained more or less of it and a smaller proportion of bright brewing barley than usual has been secured. It was knowledge of this fact that led the dealers a week ago to buy up so valuable a supply of uninjured barley at high prices.

#### Harm to Oats is Less.

Less harm has fallen to the oats crop than to the other cereals. The oats harvest is later and this grain is better able to stand rain than barley or wheat. The fate of late-sown hay will depend on weather conditions in the next few days.

Prune growers fear their prunes may crack, but other than fruit growers have suffered no injury at all. Reports from the apple-growing districts are entirely favorable.

The hopgrowers are seriously inconvenienced by the rain, as it is keeping pickers away from the yards. Pickers are scarce this year than they have been for several years and even if the weather were good some of the larger growers would have difficulty in getting their crops picked in the usual time.

As it is, the rain has caused many persons who usually do this work from applying for positions. A hopyard in rainy weather is a dismal place and only Indians and Chinese will pick under such circumstances. Unfortunately for the growers, there are few of this class of pickers to be had.

#### Quality and Quantity Good.

The rain is not seriously affecting the plant. Where there is mold it results mainly from the earlier attack and only in a few yards is it being prolonged by the moisture.

Picking operations began in a number of yards last week and would have been general yesterday but for the rain. The returns from the yards where harvesting started are highly satisfactory and indicate that the crop may be materially larger than was estimated. The quality, taking the crop as a whole, promises to be good.

### POLK COUNTY STORM SEVERE

#### Growers Fear Damage to Grain and Hops Crops.

DALLAS, Or., Sept. 2.—(Special.)—The hard rain that visited this section last Thursday abated somewhat on Friday, but no time since then, with the exception of a few hours yesterday, has the weather been clear. Last night the storm broke out anew with one of the hardest rain storms known here. It rained hard and heavy all day today with thunder and lightning intermingled.

For about one hour this afternoon the rain fell in torrents. It seemed as though there had been a cloudburst. Telephones are down all over the county. The fruit has not been damaged to any extent, but the mold is being that if the rains should cease within the next ten days the prune crop will be one of the best in years, though the yield will not be quite so large as it should be. The size and quality are much better this year than ever before.

All grain remaining unthreshed before the rains commenced will probably be damaged. When the storms began it was estimated that nearly half the grain of the county had been unthreshed. From the river districts discouraging reports concerning hops continue to pour in. It is said that in many of the yards the mold has good start. In the Dallas district very little mold has as yet appeared. Picking has been discontinued everywhere.

### ONION GROWERS ARE JUBILANT

#### If Rains Cease, Forest Grove Crops Will Escape General Damage.

FOREST GROVE, Or., Sept. 2.—(Special.)—Owing to the continued rains hoppers have not been damaged in this section. Several of the larger yards had planned to start last week. Hoppers fear if the rains do not cease within a couple of days part of the yield will be destroyed. Hops in this section are of a high quality, and if picking can start at once the yield will be far above the average.

Much of the grain is in the shock and damage already has been reported. It is estimated that at least half of the grain crop is now down, and unless the weather changes a majority of this will be ruined. The grain yield, including wheat, oats, barley and rye, is exceptionally large this year and of a good quality.

The prune crop, which is light on account of the several frosts in the late spring, has not been damaged by the rains. The prune growers of the David Hill section, whose crops were not injured by the frosts, predict an average yield. The grapes on David Hill will

# NORMA NEGOTIATES COAST RAPIDS

## Hill Line Steamer Reaches Portland From Farthest Interior Point.

### STARBOARD HULL RAMMED

#### Deckhand Goes Overboard and Drowns Instantly; Heroic Effort to Save Victim Foiled by Weak Suspenders.

### PORTLAND GIRL, PROTEGE OF GEORGE BAKER, RETURNS IN ORPHEUM SKETCH.



Maude O'Delle.

On her arrival here last night the steamer Norma, owned by the Spokane, Portland & Seattle Railroad, has completed a run from the farthest interior point to Portland of any vessel built above Celilo. She was successfully negotiated the rapids from above Tenino to The Dalles Saturday and proceeded here and the only damage sustained on the starboard side, opposite the fireroom, where a hole about four feet wide and 14 feet long was knocked in her hull through having struck a sharp rock. She was kept afloat through the fact that her hull is bulkheaded.

With the Norma was one of the ferry barges built last year by Joseph Supply for the Hill interests, on which trains were transferred across the Upper Columbia before the Oregon Trunk bridge at Celilo was finished. The Norma went through the rapids rapidly and her crew returned for the barge. When it floated into the Big Eddy the barge was struck and the deckhand, George B. Grossman, was ground and fell overboard, being drowned before a boat could reach him, though it was in the water and to the spot in less than a minute.

Suspenders All But Save. Grossman and Art Davis, mate of the Norma, were side by side, hanging to the life line stretched across the rapids, and as the shock was felt and Grossman lost his balance, Davis caught the latter's suspenders. It broke and he dropped into the water.

Grossman belonged to the Deckhands' Union and is said to have been transferred to the organization recently from the Puget Sound district. He was about 22 or 23 years of age and nothing is known of his family.

The Norma was built near Bridgeport, Idaho, in 1911, by Jacob Kamm, the pioneer steamboatman, and in May, 1912, in charge of Captain W. P. Gray, she was navigated to Lewiston. Previous to her trip the steamer Shoshone made the same run, but probably a quarter of a century before. Captain Gray and his crew were on the Norma and filled her forward hold with cordwood and she made the voyage through Hell Canyon without serious damage.

It was her bulkheads that kept her above water after striking below Tenino Rapids and she will be hauled out at the yards of the St. Johns Shipbuilding Company for repairs. The barge will also be caulked there and given minor attention. The latter will be done by the Pennsylvania Steel Company, which has the Broadway bridge contract.

The original intention in bringing the Norma and the barges here was to transport cars from the West Side to the East Side terminal at the Hill. The barges have practically agreed on terms for the rail transfer, the scheme may not be carried out, but the vessels will be used for carrying material for a short time by the Pennsylvania Steel Company, which has the Broadway bridge contract.

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Excelsior Clover Crop Not Damaged, Hopping Continues. M'MINNVILLE, Or., Sept. 2.—(Special.)—With a third of the grain not threshed and all the machines lying idle on account of the continued rains, the farmers here are in a predicament. Harvesting started as brightly as yesterday and indicate that the crop may be materially larger than was estimated. The quality, taking the crop as a whole, promises to be good.

Grants Pass Rain Begins. GRANTS PASS, Or., Sept. 2.—(Special.)—The first rain of the season began this morning and tonight is increasing. Most of the crops are safe. Some growers are in the mood of picking, which will last two weeks longer, however. If rain continues for several days the crop will be injured by mold. Deep drenching that menaced auto travelers have been settled and hereafter traveling will be good in Southern Oregon.

Lewis County Has Rain. CHEWELLS, Wash., Sept. 2.—(Special.)—Heavy rain fell here today and was general in Lewis County. There is an immense acreage of grain still standing in the fields. Much of this is in the grain in shock and some has been stacked. Threshermen have been running their machines day and night and have made good headway in saving the crop. Much of the grain will be damaged in coloring.

Showers Halt Pickers. EUGENE, Or., Sept. 2.—(Special.)—Heavy showers today caused entire cessation of hopping in Lane County, but growers are preparing to take advantage of any moment suitable for picking. Much grain is still in the shock and will be damaged if rain continues.

OREGON CITY ELKS HAPPY Handsome New Home of Lodge to Be Dedicated Thursday. OREGON CITY, Sept. 2.—(Special.)—Owing to the continued rains hoppers have not been damaged in this section. Several of the larger yards had planned to start last week. Hoppers fear if the rains do not cease within a couple of days part of the yield will be destroyed. Hops in this section are of a high quality, and if picking can start at once the yield will be far above the average.

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# mer, it will not do for the stormy period unless steps are taken to drive permanent piling and arrange for heavy anchors.

## When Columbia Is Rebuilt New Material Will Be Demanded.

### DREDGE TO HAVE STEEL HULL

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### BARGE CONTRACT AWARDED

#### Portland Yard Starts on Craft for Oregon City Use.

One of the latest marine contracts awarded is that of the Willamette Pulp & Paper Company to the Portland Shipbuilding Company for the construction of a barge 115 feet long by a beam of 30 feet. It is intended for conveying pulp material at Oregon City.

Little is being done at Portland in the way of new vessels except at Supple's, where the Grahams is being finished. Considerable repair work has been undertaken at the yard. It is expected that have been approached for bids and general information concerning prospective jobs that lead them to believe the Fall and Winter will be as busy as last year. The last big contract, completed was the dredge Willamette, of the Port of Portland, which is now in service.

### FOREIGN STEAMERS SOON DUE

#### Fitzgerald and Verona Coming to Portland From California.

Two September steamers for wheat and flour to the coast across the Pacific are provided for by Waterhouse & Co. in the weekly circular issued, as the British steamer Fitzgerald is to proceed here from San Francisco. The German steamer Verona will come from San Diego, both during the middle of the month. The British steamer Ockley will be in port the middle of October, with prospects of more tonnage for November.

The circular is as follows: Fitzgerald—Sailed from Japan August 17 for Seattle, to arrive October 20 from Puget Sound to Portland. Ockley—Sailed from Manila August 16, to arrive October 20 from Puget Sound. Verona—Sailed from San Francisco August 17, to arrive October 20 from Puget Sound to Portland.

Marine Notes. Her cargo for China having been loaded, the British steamer Clan MacIver left for Hongkong at daylight this morning.

It is reported at Coos Bay that the Simpson Lumber Company will build a timber yard at Coos Bay, near the station, which was recently placed in commission.

After completing lumber ready for her at St. Johns the steamer Clatsop will go to sea from there. The steamer Shoshone went from Rainier to Oak Point and sailed Saturday with a small consignment of lumber.

Information has been received from Ketchikan, Alaska, headquarters of the 16th Highwood district, that examination will be held the November 1st to select eligibles for the position of assistant keepers of light stations and mates and assistant engineers on tenders.

Derrick has been erected on the east approach of the new Broadway bridge preparatory to starting the steel work on that side of the river. The West Side span is in place with soon as the other is finished the building of the draw will be commenced.

Mammot gauges have been built on the Harriman bridge, that the height of vessels may ascertain at a glance the clearance beneath the draw when in place and gauges extending above the upper deck indicate to what height it will be raised. When the lower draw deck is lifted against the roadway the clearance at the present stage of work is about 75 feet.

No cargo was discharged yesterday from the Japanese tramp Shinsei Maru, lying at Banfield's dock. When her oak logs are ashore the vessel will be moved to the other side, while the Japanese steamer Unki Maru, which reached Astoria Sunday, will load lumber on the lower pier.

Engagement to the China Import & Export Lumber Company. Of the coasters in port yesterday the gasoline schooner Patry was the busiest. As she loaded cargo for her return to Oregon ports. The American-Hawaiian liner Isthmia was at Albers dock but did not discharge. The vessel does not sail until Thursday and no haste is being displayed in unloading 1900 tons she brought from Salina Cruz.

Captain Griffith, master of the British bark Galgate, which has arrived at Linnton after a run of 39 days from the Columbia from Santa Rosalia, says the ship was 17 days getting out of the Columbia. The vessel is a typical feature of the voyage was the fact the stock of potatoes spoiled and about a month the crew was without fresh provisions. Captain Griffith is accompanied by Mrs. Griffith, who was with him also when he visited here six years ago. The British ship Killarney, Captain Brown, has arrived at Linnton. She comes from Callao and was 52 days to the river, the voyage being uneventful.

Movements of Vessels. PORTLAND, Sept. 2.—Arrived—Steamer Housatonic, from San Francisco; barge No. 82, from San Francisco; steamer Atlas, from San Francisco; steamer Brakwater, from Coos Bay; steamer Brakwater, from Coos Bay; steamer Brakwater, from Coos Bay; steamer Brakwater, from Coos Bay.

STREET-END QUESTION UP Dock Board Will Discuss Individual Cases on Water-Front. Apparent confusion on the part of property owners having been found by the dock board, the board has decided to discuss the question of the water front termination of all thoroughfares will be hurried.

While property owners occupying premises on the water front have vacated, others have piles of old gear and machinery left untouched and more are contemplating the use of space beneath the water front for storage places. It is the aim of the municipal authorities to clear the streets first, but also to compel the removal of all objectionable sheds beneath the roadways to insure better sanitary conditions.

BOSTON TO HAVE NEW BERTH Winter Quarters Must Be Provided for Militia Training Ship. Rainy weather that necessitates the cruiser Boston being prepared for the winter season has caused officers of the Oregon Naval Militia to be reminded of steps that must be taken to provide moorings for the vessel to winter here. Captain Brown has directed freshets when heavy drift runs. At present the cruiser lies in the stream off the foot of East Stark street, and while this is an ideal location for Sum-

# Hotels and Summer Resorts.

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