

JETTIES TO BE BUILT

Government Authorizes Work on Nehalem Project.

JOB WILL COST \$632,350

Operations Will Begin in 60 or 90 Days—Permission to Start on Piers in Tillamook Bay Is Expected Within Week.

Telegraphic authority reached Major Morrow, Corps of Engineers, U. S. A., yesterday to proceed with the completion of the south jetty at the mouth of the Nehalem when that is finished the force will direct its energies toward the north jetty. The building of both is being counted on to give a depth at the entrance of 12 feet, against the present depth of 12 feet.

A message was also received that assures authorization of the Nehalem project within the next few days. Only one detail of the contract with the Ports of Tillamook and Bay City remains to be adjusted.

The Nehalem project calls for an expenditure, estimated, of \$632,350, and a total of \$2,000,000 spent by the Port of Tillamook. The project within the next few days, which has been extended seaward a distance of between 2000 and 2000 feet. Major Morrow has directed his force to begin preparations and the first actual construction work will be under way within 60 or 90 days.

The specifications for the rock are about ready and will be advertised in a few days. Piling, timber and other material also will be required under contract. The plan is to start on the ship and after being assembled there will have to be set up, while a few buildings will be erected as shops in which to employ the men that will be employed.

The project is viewed as highly important. The authorities at Washington, responsible for its being carried out have been unhesitating. The taxpayers of the Port District will assume a share of the cost, the government having agreed to do the improvement work on a cooperative plan.

It is expected that authority to construct the north jetty at the entrance to Tillamook Bay will be received by Major Morrow within the next few days. The authorities at Washington have asked the ports of Tillamook and Bay City to file a bond to maintain a channel to Tillamook, instead of the agreement in its present form. This will be done immediately.

The Government appropriation applies only to the bay proper. Tillamook and Bay City are guaranteed to maintain a nine-foot channel to Tillamook.

The Tillamook jetty will cost \$514,000. The government has appropriated \$200,000 of it, and will add the remaining \$314,000 as soon as an authorization to proceed is given.

TIME BALL IS NOT CHANGED.

Apparatus Will Have to be Dropped by Telegraph First.

No official action having been taken looking to the time ball maintained by the hydrographic office being changed from the roof of the Custom-House to a new location, the time ball committee has been revived and it is planned again to direct the attention of Washington authorities to the matter. The time ball where it can be seen from the dock of all vessels in the harbor.

When the change was first advocated it was suggested that the time ball be removed to the top of one of the towers of the O. W. R. & N. bridge, as they can be viewed from the upper and lower harbor and in the time of the bridge towers. He thinks that every effort should be made to have the telegraph lines, which were in the ground before noon so the ball could be dropped from Mare Island by wire, the same as the San Francisco time ball is operated.

TOURIST TRAVEL TO GROW.

Transportation Men Look for Increase During 1913 Fair.

Tourist travel to California is not as heavy as during past seasons from this direction, say transportation men, and they account for the falling off by referring to the change of Easterners to prefer their trip to the Pacific Coast so as to take in the 1913 fair.

There has been no falling off here in the number of Easterners coming by rail who desire to get to California, but that which began late in the Spring, and only in a comparatively few cases are those unable to get to California by rail, at the office of the San Francisco & Portland line reservations have been made on steamers sailing in September, while on the steamer Eos City, due today from the south and which sails August 10, there is not a berth left and only about a dozen on the steamer Bear, which departs August 18. The Bear, which gets away this morning for San Francisco and Los Angeles, has all the accommodations, besides a large cargo.

NO FASTER SCHEDULE NOW.

Direct American Lines to Come When Canal Opens.

Plans of the American-Hawaiian Steamship Company for increasing the service to Portland do not contemplate any changes in advance of the opening of the Panama Canal, further than the retention on the line between this city and San Francisco of the steamer Tanager as a transfer vessel in handling cargo brought by liners operating from Santa Cruz north and in carrying cargo from here to vessels within the harbor.

11 Teams Will be Excused at Once. Also All Tracks Will be Open to Common-User Privileges.

In the matter of awarding a contract to the Lewis A. Hicks Company for the construction of Dock No. 1, in North Portland, the Commission has not authorized a contract being arranged through the failure of the company's representatives here to file satisfactory documents showing full legal authority to represent the corporation. The Commission will proceed against the Hicks company when the matter may be adjusted. The company bid \$210,000.

Marine Notes.

For the next few days the river is expected to remain stationary, but is likely to fall to a stage of 3.5 feet above zero. On finishing discharging cargo at the North Bank dock today the Hamburg-American Line, C. Ferd. Lott, will shift to the plant of the Portland Flouring Mills Company to work 2000 tons of outward cargo.

After discharging 700 tons of cargo at Couch-street dock the new steamer Aroline sailed last evening for Tacoma to load coal for San Francisco, and hereafter will carry grain and lumber from Portland to California ports, bringing general cargo here in the Dodge service.

Movements of Vessels.

PORTLAND, Aug. 4.—Arrived—Steamer Yosemite from San Francisco. Sailed—Steamer Marquette for Astoria, 11:30 A. M.; steamer Geo. W. Fenwick, from San Pedro, Arrived at 12:30 P. M.; steamer S. J. Spence, from San Francisco. Sailed at 11:30 A. M. Steamer Oliver J. Smith, for Portland.

PORTLAND, Aug. 4.—Sailed—Steamer W. S. Porter, for Portland. British steamer Colman, from Portland. Sailed—Schooner Philistine, from Portland. Arrived—Schooner Phillis, from Portland.

Prices Are Firm in All Divisions. Hogg Sell Nickel Better Than Saturday.

There was the customary heavy Monday run at the stockyards and trading was active in all divisions. The market for hogs was better than Saturday's.

Receipts were 857 cattle, 122 calves, 677 hogs and 783 sheep. The market for hogs was better than Saturday's. Receipts were 857 cattle, 122 calves, 677 hogs and 783 sheep.

The day's sales were as follows:

1 steer	1090	\$2.50
1 bull	1000	2.25
1 cow	1050	2.25
1 calf	1200	2.00
1 yearling	1150	2.25
1 heifer	1200	2.25
1 steer	1100	2.25
1 bull	1050	2.25
1 cow	1000	2.25
1 calf	1150	2.25
1 yearling	1100	2.25
1 heifer	1050	2.25
1 steer	1000	2.25
1 bull	950	2.25
1 cow	900	2.25
1 calf	1050	2.25
1 yearling	1000	2.25
1 heifer	950	2.25
1 steer	900	2.25
1 bull	850	2.25
1 cow	800	2.25
1 calf	950	2.25
1 yearling	900	2.25
1 heifer	850	2.25
1 steer	800	2.25
1 bull	750	2.25
1 cow	700	2.25
1 calf	850	2.25
1 yearling	800	2.25
1 heifer	750	2.25
1 steer	700	2.25
1 bull	650	2.25
1 cow	600	2.25
1 calf	750	2.25
1 yearling	700	2.25
1 heifer	650	2.25
1 steer	600	2.25
1 bull	550	2.25
1 cow	500	2.25
1 calf	650	2.25
1 yearling	600	2.25
1 heifer	550	2.25
1 steer	500	2.25
1 bull	450	2.25
1 cow	400	2.25
1 calf	550	2.25
1 yearling	500	2.25
1 heifer	450	2.25
1 steer	400	2.25
1 bull	350	2.25
1 cow	300	2.25
1 calf	450	2.25
1 yearling	400	2.25
1 heifer	350	2.25
1 steer	300	2.25
1 bull	250	2.25
1 cow	200	2.25
1 calf	350	2.25
1 yearling	300	2.25
1 heifer	250	2.25
1 steer	200	2.25
1 bull	150	2.25
1 cow	100	2.25
1 calf	250	2.25
1 yearling	200	2.25
1 heifer	150	2.25
1 steer	100	2.25
1 bull	50	2.25
1 cow	0	2.25
1 calf	150	2.25
1 yearling	100	2.25
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