

LAIR DRAFTS LIKELY

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PORT TAX TO BE LOW

One Mill, Probably Less, Will Cover 1915 Expenditures.

EMPLOYERS' WAGES ARE CUT

No Special Projects Contemplated and With Estimate of \$160,000 for Dock Commission Total Will Approximate \$425,000. Estimates for the 1915 budget of the Port of Portland have been practically completed, subject to adoption by the Commission December 10, and the tax levy for that body may not exceed 1 mill, possibly be nine-tenths of a mill. There is to be raised approximately \$275,000 as against \$500,000 for 1913. The prospects are that the levy will be the lowest since 1906, when it was eight-tenths of a mill. It was the same in 1907.

In 1912 the levy was 1.1 mills; in 1911, 1.5 mills; in 1910, 1.6 mills; in 1909, 1.7 mills; in 1908, 1.8 mills; in 1907, 1.9 mills; in 1906, 2.3 mills, and 2.5 mills in 1904, which is accounted for by the fact property valuations then were low.

Expenditures for operations will be the same as for the past year, unless there is a reduction in dredging, but there will be no special projects requiring funds provided by taxation. The total funds in the last budget amounted to \$315,000, and more than \$200,000 was on hand. Of \$15,000 the dredge Columbia, and when the machinery from the old hull is transferred and certain changes made it will have cost an additional \$25,000.

The Commission now is pressed for funds, and is operating as economically as possible to prevent a deficit. A reduction of 10 per cent has been made in wages of all employees. No new vessels will be constructed, though should additional vessels be required by the towage and pilotage department bonds may be sold.

Relative to the \$475,000 apportioned for the project at the entrance of the Columbia River, it has been assumed that if steps were taken to present the matter to the next Congress, the Port of Portland would be reimbursed, as the port has done more than its share on the river channel between the mouth of Astoria in keeping three dredges going, and ultimately the Government would have been called on to provide the amount for the jetty, for the tax payers be reimbursed it has been suggested that the money be utilized in the construction of a modern dredge for harbor improvement, so the material could be pumped into bins and carried down stream, to be discharged where space was available.

The budget of the commission of Public Docks calls for about \$160,000, so with the Port of Portland estimate added the aggregate would be less than the port's budget for the past season.

STANDARD RAT GUARDS ONLY Harbormaster Gives Notice of Federal Law Specifications. Because ships arriving here from foreign ports are equipped with rat guards that are allowed to be used those that do not meet the requirements of the Federal law of the United States, says Harbormaster Speiser, who has notified firms manufacturing and handling rat guards at Portland that they must be 26 inches in diameter and of sufficiently heavy material so they will hold together under the most rigorous tests of the ship's side and the dock.

Some vessels have been here with 30-inch rat guards and of material that is about as thin as common tin, declares the head of the harbor patrol, and such were condemned, as will be all others not up to specifications of the law. Examinations made of numerous rat guards trapped along the waterfront have not developed a single case of rodent infestation, and the police and health authorities are determined to exert every safeguard against the introduction of disease.

BRITON DUE TO LOAD LUMBER Strathairly to Carry Supplies From Coast to Australia. There is due off the river today the British steamer Strathairly, which Davies & Pehon will load with a full cargo of lumber for Australia. The vessel is in command of the well-known skipper, Captain Kydd, and first goes to Westport, to take on 600,000 feet, after which she proceeds to the East-Western mill for a cargo of 1,000,000 feet, being due there about Friday. The steamer loaded coal at Newcastle for Honolulu, and is coming from the island port with sufficient fuel for the voyage to Australia.

Lumbermen do not look for an increase in offshore cargoes until Spring. They say if the European trade is ended then an enormous demand should follow for Pacific Coast lumber, not so much for short stuff, but principally in the way of lengths and in bridge timbers and ties, which are not obtainable on the East Coast.

STOPS SECOND COLLECTION Woman Whose Fare is Paid on Steamer Sobs Story of Lost Purse. Portland officers of the "Big Three" fleet are wondering about the adage of "bread cast upon the waters, etc.," because of having contributed to a collection to assist a young married woman of this city to reach her husband at Los Angeles, her passage being arranged on the steamer Beaver last trip, only to have her tell a tale of woe aboard that steamer that she lost her purse containing \$30 and sympathetic passengers were about to start another collection when Steward Martin, of the Beaver, having donated to the one at Portland.

Mr. Martin wrote to W. D. Wells, Portland agent of the line, about the Bear had joined with some of the company's staff here in a purse to start the woman to Los Angeles, there had been agreement on the dock that sob stories will no longer be listened to.

DESEMONA DAMAGE GREATER Owners of Pierre Antonine Will be Called On for \$1500. Meyer, Wilson & Company, Portland agents for the owners of the French ship Pierre Antonine, were notified yesterday by Henry L. Beck, inspector of the Seventeenth District, that damage sustained by the Pierre Antonine drifted against it last week had been estimated at \$1500. Soon after the accident it was reported from Astoria that the damage would not exceed \$500.

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FINANCES WORRY CITY VANCOUVER TREASURY NOT ABLE TO PAY SALOONS \$7000. Warrants Discounted and Interest Not High Enough to Induce Banks to Buy Bonds Suggested. VANCOUVER, Wash., Nov. 23.—(Special.)—Just what Vancouver will do to handle its warrants in the future is a question coming up before the City Council at the next meeting.

At the recent election the city was voted dry by local option and about \$500,000 of bonds were paid back to the saloonkeepers at the end of the year for unexpired licenses. There is no money in the treasury to do this, and the city bankers are beginning to discount the warrants at 2 per cent.

There is now about \$30,000 in outstanding warrants which draw but 8 per cent interest.

There is such a demand for money that bankers can get 8 per cent for all they care to loan and can see no inducement to tie up thousands of dollars in warrants that draw 6 per cent interest. To overcome this the discount of 2 per cent will be taken on warrants cashed.

Some have talked of bonding the city for about \$50,000 to carry it through this crisis. The rumor was going the rounds here today that the Attorney-General had rendered an opinion concerning the local option law in Walla Walla and Everett, holding that the state-wide prohibition measure would take precedence over the local option law. If that is true Vancouver will do dry by January 1, 1916, with the remainder of the state.

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It is understood that Governor West has given his approval to this plan and that he and his supporters will advocate its sanction at the next legislative meeting. On the other hand, W. Lair Thompson, of Lakeview, third vice-president of the congress, who will be elected president of the senate, is opposed to it. He has a considerable support among other irrigators.

An effort will be made to have the irrigation congress approve the plan suggested by the governor and a counter effort will be made to have it disapproved.

Requests Likely to be Modest. Regardless, however, of the action of the irrigation meeting, the fight for the "revolving fund" is certain to be carried to the floor of the legislature, where it will meet with the same determined opposition.

In view of the fact that the voters at the recent election decisively defeated the plan to bond the state for irrigation, road, water power and other development, and in view of the insistent demand for aid in the state for an economical program of legislation, it is believed that the arid sections of the state will be somewhat interested in their requests for state assistance for watering projects.

It is reported, though, that Malheur County irrigators will come to the Portland meeting with a request for aid in developing the Malheur and Owyhee projects, both of which have been subjected to limited activity in the past. The fight for these projects likewise will be taken to Salem, regardless of the contest for recognition at the Portland meeting.

At the same time there is a well-defined sentiment among those who are interested in irrigation enterprises in Eastern Oregon that the state can consistently aid in further reclamation work similar to that already undertaken at Tumalo.

Tumalo Reimbursement May be Asked. It is probable that some members of the legislature will seek for the repayment to the state of all the money appropriated for the Tumalo development, with the idea of making similar aid to other arid areas in the future, when the state is better able to finance the work.

Asa B. Thompson, of Echo, president of the congress, has gone to Washington, D. C., to attend a conference with officials of the Interior Department and representatives of other arid states on proposed Federal aid of irrigation work. It is probable that his report to the congress will govern to a large extent the recommendations to the legislature.

If Mr. Thompson is