THE MORNING OREGONIAN, THURSDAY, JANUARY 7, 1915. 2792 VESSELS CLEARED General and Consolidated Summary, Showing the Condition of the Several Classes of Funds of Multnomah

Recording County Clerk's office-

COUNTY FUND.

County From June 30 to December 31, 1914.

# Work on Stations for Survey Crews Starts Today.

TO BE BUILT

## DATA ON CUT ARE SOUGHT

Engineers Hunt Basis for Estimate ount of Material to Be Removed When Channel Is Dug to 30 Feet to Columbia.

Work begins today on the re-estab-lishment of stations to be used as a base for engineers engaged in conduct-ing a survey of the harbor from the orthernmost end of Ross Island to the juncture of the Willamette and Colum-bia rivers. By the opening of next week the tug Wenonah of the Port of Portland fleet, will start with a full surveying crew to do the work under the direction of Captain H. T. Groves, superintendent of the Port of Portland diredging department, and with the as-sistance of Government engineer offi-

cers. The primary aim of the survey is to determine the amount of material to he removed in creating a depth in the harbor of 32 feet, and of 30 feet from the north end of the harbor to the Cothe north and of the narbor to the Co-lumbla. Thirty feet will be the ruling depth for the present from there to the sea, but in most places where dredging is carried on the depth will be 22 feet. The survey will show exact conditions in the harbor proper, and is expected to lead to the announcement by the Port of Portland Commission of its future policy concerning harbor work. It already has gone on record as willing to dredge in front of private docks if to dredge in front of private docks it provision is made to care for the mate-rial ashors behind properly constructed bulkheads, otherwise that as soon as the new harbor project was undertaken it would dig to within 50 feet of docks.

There has been a plan under consideration of purchasing new engines for the new steel hull built for the dredge Columbia and transferring such auxiliary gear as could be spared, leaving the main engine and pumps aboard the Columbia so that she could be used as a relay to one of the big dredges and thereby double the length of dis-charge pipeline, enabling material to be dredged in the harbor and carried below for filling low lands beyond the present ock area. The harbor project will call for a 32

foot depth between harbor lines, and from Swan Island to the Columbia the channel ultimately will be 600 feet wide. What is to be done regarding widening the channel between Swan Island and the east shore and opening the west channel done and preserve on the west channel depends largely on the result of a public hearing to be conducted by Government engineers as soon as official information is received from Washington as to what action was taken on recommendations of Colonel McKinstry, Corps of Engineers, United States Army deallars with harbor line States Army, dealing with harbor line hanges discussed at a public hearing held in the Fall.

# MAJ. FRIES HERE FOR MONTH

Army Engineer Returns to Relieve Colonel McKinstry Temporarily.

Major Amos Fries, Corps of Engi-Major Amos Fries, Corps of Engi-cers, U. S. A., arrived yesterday from as Angeles to relieve Colonel Mc-clinatry, Corps of Engineers, U. S. A., the will leave the office Saturday for vacation of 30 days, Major Fries returns amid old scenes for he was apsolnted to West Point from Oregon and raduated in 1895. It is the third time a has been on duty here. Until recently Major Fries was en-

gaged in supervising road construction in the Yellowstone National Park and

to be built in conjunction with the slip and pier feature, and when that is ready vessels can be berthed there. Meanwhile no difficulty is experienced in handling ships alongside the main dock, and the second unit of the covered section is being used for the storage of cargo. The warehouse construction is well along, and by the time Spring business opens the entire dock plant should be turned over to the Commis-sion. TONNAGE OF 3,406,572 REGISTEREL Of Incoming, 1242 Are American and

GRAYS HARBOR WORK URGED

# Federal Engineers Recommend Ex-

ASTORIA, Or., Jan. 6.—(Special.)— During 1914 a total of 2792 vessels, with an aggregate tonnage of 3,406,572 tons registered, entered and cleared at the penditure of \$1.880,000. ABERDEEN, Wash., Jan. 6,-(Spe-cial.)-The special Board of United States Engineers that recently inves-ligated conditions at Grays Harbor yes-icrday submitted its report to the ABERDEEN, Wash., Jan. 6,-(Spe States Engineers that recently investigated conditions at Grays Harbor yesterday submitted its report to the which 1239 were American and 151 flew foreign flags. The outward-bound top-United States Board of Engineers for foreign flags. rivers and harbors at Washington, D. nage was 1,695,164. C., recommending the continuation of A summary of the year's shipping fol-leity work. The sum of \$560,000 for lows: Deep ses craft, inbound-Foreign-Salling Gasoline

The Rivers and Harbors Board tem-porarily laid this report aside today, according to a telegram from Repre-sentative Johnson, not because it does not approve of the report, but be-cause a survey of the channel re-Total. Outbound Steamers Sailing Coastwise Steamers Sailing Gasoline cause a survey of the manner of cently made shows a changing condi-tion that may modify some of the pro-visions of the report and because the Board has decided "that nothing can be gained by making any recommen-dation right now."

PACKAGES NOT INSPECTED

Official Washington Rules on Important Cargo Feature.

Custom-House officials will not open

contom-nouse officials with not one-packages, being shipped foreign to as-certain whether they contain goods as represented on manifests, according to a telegram received yesterday from Washington by Collector of Customs

Total From Astoria, coastwise, 610 M, inth: 6752 M, shingles, 1713 pieces pilling, 70 tons shooks. From Portland, coastwise, 1069 tons staves, 500 M, shingles, 423 tons shooks, 500 M. lath. washington by contector of custom Burke. It reads as follows: "On written application of the own-ers or agents of a vessel or exporters, cause foreign - bound cargoes to be laden under customs supervision and

NELSON TAKES BREAKWATER

River during year 1914:

Captain Macgenn Goes to Washing-

978 ..... 978 ..... 23 ..... 220

11 ..... 26

19

AT ASTORIA CUSTOM-HOUSE.

160 Foreign-151 of 1390 Carriers Fly American Flag.

Ameri- For-can, eign. Total. tonnage. ... 1 28 29 91,237 ... 20 46 66 101,463

80 68

1390 1492 1390

40 1004 1.339,435 ... 19 18,515 ... 219 14,420

80 G

69 42

1058 1,473,515 29 30,739 220 14,454

30,730

Inden under customs supervision and certify to completeness and the ac-curacy of vessel's manifest with re-spect to character of merchandise. Ex-penses of such supervision will be re-imbursed by parties in interest. Do not attempt to determine or certify whether any part of cargo is or is not contraband of war, where merchandise is in packages. It will be advisable for vessel's manifest to be accompanied by affidavits of shippers that such packages contain only what is shown on manifest, as customs officers will ton to Talk for Coos Bay Project. Captain C. H. Nelson, a Coast pilot known to the maritime contingent from one end of the Coast to the other, is to repeat past performances in serv-ing as skipper of the steamer Breakwater for a brief period, Captain Mac genn having been selected to accom-pany others from Coos Bay to Wash-ington, D. C., next month to present before National officials arguments for obtaining larger appropriations for on manifest, as customs officers will not open packages to asceriain con-tents."

Coos Bay improvements. WHARFINGER BERTH IS OPEN

Workers on Municipal Docks Must Pass Civil Service Exam.

Announcement was made by the Mu-

Initial Civil Service Board yesterday that an examination for wharfingers will be held January 26, at which time men will be selected for the eligible list. A berth will be available on Municipal Dock No. 2, on the East Side taking up piloting.

Municipal Dock No. 2, on the Last side by Spring. An examination was held recently and two men passed. One, J. W. Ran-son, was appointed on Dock No. 1, but the other, A. J. Shanks, refused a po-sition because he had a more desirable one. As soon as Municipal Dock No. 2 is accepted, there will be other ap-noistmenties for positions.

pointmenties for positions. Marine Notes.

Marine Notes. S. Williams, Portland agent for the Dodge fleet, returned from San Fran-claud, accompanied by Mrs. Williams. To load grain on Puget Sound for the Value A Useden Strangers from St. Helens. The steamer Breakwater sailed for Coos Bay with freight and passengers from Australia. She with producty of towed to sea tomorrow morning. The steam schooner Willamette sailed for/San Francisco with a cargo of lumbor from St. Helens. The steamer Breakwater sailed for Coos Bay with freight and passengers from Australia.

To load grain on Fuger sound to the United Kingdom Strauss & Co. have chartered the British steamer Mancu-nia, which loaded a cargo here last year. On the arrival of the steamer G. K.

Ttal in and out.2481 311 2792 3,406,572 Lumber shipped from Columbia Balance on hand December 31, 1914...... Deduct high school fund..... from Columbia ROAD FUND. 

 ROAD FUND.

 Road FUND.

 Balance on hand July 1, 1914.
 \$ 279,723.14

 Treasurer, 1913 taxes.
 \$ 43,209.10

 Sheriff, delinquent taxes.
 \$ 4,925.37

 Assessor, 1914 taxes.
 \$ 143,209.10

 State, 25 per cent Forest Reserve.
 \$ 142,58

 District Court, fines.
 \$ 2,586,73

 Coumbla River Highway camp sales.
 \$ 2,09,10

 Olling private roads.
 \$ 108,85

Disbursements: Paid road warrants.....\$ 433,492.87 Balance on hand December 31, 1914..... SCHOOL DISTRICT FUNDS. Receipts:

### Balance on hand December 31, 1914.....

# LIBRARY FUND.

Receipts:

Balance on hand December 31, 1914.....

PORT OF PORTLAND FUND.

Receipts: 
 Receipts:
 \$ \$,963.37

 Balance on hand July 1, 1914.....\$
 \$ \$,963.37

 Treasurer, 1913 taxes.
 145,163.89

 Sheriff, delinquent taxes.
 4.862.97

 Assessor, 1914 taxes.
 225,94
 Disbursements: Paid Treasurer of Port of Portland.....\$ 154,286.60

Balance on hand December 31, 1914 .....

#### CITY OF PORTLAND.

Receipts: 

# Compiled By S. B. Martin, County Auditor

#### FISH AND GAME FUND, 27.50 77.50 Disbursements: Paid State Treasurer one-half fines..... 50.00 Balance on hand December 31, 1914 ..... 27.50 REGISTRY INDEMNITY FUND. Receipts: $\begin{array}{r} 46,677.04\\ 10,536,40\\ 8,700.23\\ 6,069.55\\ 6,069.55\end{array}$ 1,340.71 Balance on hand December 31, 1914 ..... 1,040,71 1,290,88 1,853,00 63,58 92,00 175,00 1,028,40 27,50 TRUST FUND. Receipts: Balance on hand July 1, 1914......\$ Received from estates.\_\_\_\_\_ 2,706.23 3,823.68 Disbursements: Paid trust fund warrants...... 25.00 25.00 30.00 16.50 11.50 35.51 61.70 10.50 248.95 248.95 Balance on hand December 31, 1914..... 2 1,574.73 SUSPENSE FUND. Receipts: 275.44 18. 320.00 \$1,401,066.02 Disbursements: Pald State Treasurer, fines..... 320.00 SUMMARY STATEMENT \$1,231,705.41 Showing Financial Condition of Multnomah County at the Close of Business December 31, 1914. \$ 169,357.61 \$ 49,555.23 \$ 119,802.35 613.38 143.58 1.000.00 2.586.73 2.109.85 118.90 2.814.46 Warrantsi In County Treasury In hands of Sheriff and Tax Collector..... 4,182,19 \$ 151,007.13 Total assets ...... \$ 151,307.12 LIABILITIES. General fund warrants outstanding June 30, 1914...5 General fund warrants issued since June 30, 1914... 222.50 110.35 10,213.31 452,410.55 \$ 437.645.06 General fund warrants redeemed since June 30, 1914. 454,187,61 \$ 433,492.87 \$ 9,426,25 9,436.35 5,801.69 429,942.16 Road fund warrants outstanding June 30, 1914..... \$ 4,152,19 Road fund warrants redeemed since June 30, 1914... \$ 435,743.85 $\begin{array}{r} 11,024.54\\ 575,667,17\\ 19,680.93\\ 2,554.49\\ 2,504.00\\ 300.00\\ 2,133.75\\ 13,500.00\\ 75.00\end{array}$ \$ 2,250.98 \$ 2,250.98 \$ 11,687,33 \$ 139,619.71 • month of 70,000.00 165.00 \$ 626,600.88 CONDITION OF COUNTY TREASURY, DECEMBER 31, 1914. 590,811,22 Cash balance in various funds: 12,486,93 16,875.00 180,00 33,74 13,07 2,500,00 4,152,19 4,152,19 49,565,22 253,400,00 19,742,88 8,011,02 4,929,57 2,574,73 1,740,71 1,247,46 255,10 55,36 70,19 38,00 27,59 Interstate bridge fund State school fund Puble Library building fund Port of Portland fund School districts fund Library fund County fund Town of Troutdale fund Town of Linnon fund Judgment fund Pish and game fund 1,475.30 225.00 \$ 624,900.26 \$ 1,709.62 638,20 35,802,29 153,86 1,231,46 \$ 36,578,15 \$ 1,247.66 10.00 177.25 - 5 BRIDGES. Burnside: 6,027.92 709.59 256.08 462.11 Salar ..... Salaries Extra labor Light and power . Supplies and material for repairs. Telephone . Fuel . Water . \$ 159.216.17 \$ 154,286,60 9.00 \$ 4,929,57 \$ 7,654.60 Broadway:

# Captain Macgenn had requested that First Officer Parker, of the steamer Beaver, be assigned as master of the Breakwater, but the management of the San Francisco & Portland fleet did not while to provide the Darker for not wish to replace Mr. Parker for a short time at this season of the year. Captain Nelson navigated the steamer Plant between San Francisco and Coos Bay for a lengthy period and has been on many other vessels in advance of

News From Oregon Ports.

ASTORIA, Or., Jan. 6.-(Special.)-The American ship Poltolloch, grain laden for Callao, was shifted to the lower harbor and will go to sea tomorrow if weather conditions are

The schooner W. H. Smith, arrived from Portland with a cargo of lumber for Anstralia. She will probably be

ranged in supervising road construction in the Yeilowstone National Park and then went to Los Angeles to study olled-road construction in which the Southern California, authorities have enjoyed wide experience. He was also in that vicinity before, having been in charge of the San Pedro harbor project in 1369 and spent four years at Wash-ington on being assigned to the Yeil-howstone Park duties. Colonel McKin-stry and Major Fries will be at the of-the week, so the latter may familiarize himself with detail work that has been carried on since he was stationed here. carried on since he was stationed here. AUTOISTS TURN SOUTHWARD

General's age.

California Mecca of Six Parties Who Sail on Beaver. Six automobile parties left for the Bayer yesterday, one being that of Mrs. Futhbert Mills, of New York, who is touring the United States, accom-is touring the United States, accom-cisco.

Mrs. Futhbert Mills, of New York, who is touring the United States, accom-panied by her three sons. Because of construction work under way on roads through the Siskiyous it was deter-mined to make the trip from Portland to San Francisco by steamer and then motor to San Diego on their way East Other cars aboard ship are to cover the San Francisco-San Diego route and probably return to Portland overland. In the cabin of the Beaver ware Mrs. In the cabin of the Beaver ware Mrs.

Torung, of that reasel, who are bound for San Francisco to remain while the Rose City is undergoing an overhaul-ing Mrs. Rankin, wife of Captain Rankin, went overland a few days ago.

Before the American-Hawaiian liner Montanan sails Saturday she will take to a too boxes of apples here for the East Coast, the vessel being equipped with refrigerator space so that such hipments can be cared for. Another bot of the same fruit will be loaded on Puget Sound. Other Portland cargo for New York will consist of tallow, cross-arms and prunes, while for Boaton will be salmon, flour, wool and dry hides and shipments of salmon and cloverseed for Norfolk, Va. Tin, steel, dry goods and a big as-sortment of freight was included for shipments brought from New York by the liner, which arrived at 10:30 o'clock hand bar staff arranged to pillot the Montanan into the river early yeater-ary and it was 276 colord the the row start set mer Tosemite got away from St. Heiens last night. The steamer North-

was fairly well laden with Oregon Captain Ahlin, of the steamer Cam-

<text><text><text><text><text><text><text><text><text><text><text><text>

Diabursements: Paid Treasurer of City of Portland..... CITY OF ST. JOHNS. Receipts: Balance on hand July 1, 1914..... Treasurer, 1913 taxes...... Sberiff, delinquent taxes..... Senate today, only after Minority Leader Wagner, a Democrat, had striven in vain to have his nomination referred to a committee, declaring the Disbursements: d Treasurer of SL Johns..... Paid CITY OF GRESHAM. work was too heavy for a man of the Receipts: Receipts: Balance on hand July 1, 1914..... Treasurer, 1913 taxes.... Sheriff, delinquent taxes.... \$3.00 Disbursements: Paid Treasurer of Greaham..... HAT FREE CITY OF FAIRVIEW. Receipis: Balance on hand July 1, 1914..... Treasurer, 1913 taxes. Sheriff, delinquent taxes. Disbursements: d Trensurer of Fairview..... TOWN OF TROUTDALE. Receipts: Balance on hand July 1, 1914..... Freasure, 1913 taxes. Sheriff, definquent taxes Disbursements: Paid Treasurer of Troutdale..... Balance on hand December 31, 1914..... PUBLIC LIBRARY BUILDING 1 104-106 Receipts: lance on hand July 1, 1914..... THIRD Balance on hand July 1, 1914. Sheriff, delinquent taxes. Transferred from Library Association...... STREET Disbursements: Paid Public Library building warrants..... \* Balance on hand December 31, 1914..... RIVERSIDE DRIVE IMPROVEMEN Receipts: Road improvement certificates..... RATES Disbursements: Paid certificates of redemption..... Paid interest on certificates..... MULTNOMAH COUNTY FAIR Receipts: Balance on hand July 1, 1914..... Disbursements: Paid Multhomah Fair Association. Paid Pacific Interstate Livestock Association. Paid Pacific Northwest Land Products Show...... Transferred to general fund. Receipts: Balance on hand July I, 1914..... Disbursementsr Paid judgment Receipts: Sale of bonds. Fremlum on bonds...... 

Balance on hand December 31, 1914 ..... JUDGMENT FUND. Balance on hand December 31, 1914 ..... INTERSTATE BRIDGE FUN Palance on hand December 31, 1914 .....

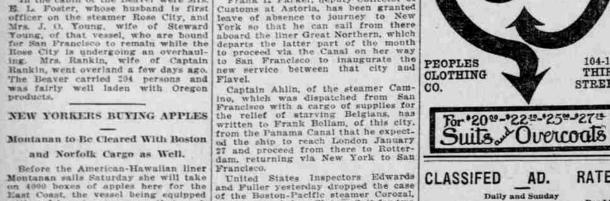
### TOWN OF LINNTON.

Receipts: talance on hand July 1, 1914.... reasurer, 1913 taxes. heriff, delinquent taxes.

Disbursements: Paid Treasurer of Linnton.....

Balance on hand December 31, 1914 .....

| \$                            | 10.533.18<br>569,483.49<br>19,241.72<br>2,604.93<br>601,863.32 |          | 601,863.32<br>601,863.32 | Water  | 5,560,23<br>127,75<br>1,211,55<br>193,14<br>12,00<br>51,00<br>8,25  |    | 7,163.92  |
|-------------------------------|--|----------|--------------------------|--|---|----|-----------|
| <b>*</b><br><b>*</b>          | 254,49<br>8,785,16<br>290,25<br>9,329,90                       | \$<br>\$ | 9,329.90<br>9,329.90     | Fuel   | 1,234,07<br>296,97<br>1,286,97<br>12,00<br>57,00                    |    | 9,976.93  |
| ····\$                        | 120.71<br>314.39<br>31.98                                      | \$ \$    | 467,08<br>467.08         | Morrison:<br>Salaries<br>Extra labor<br>Light and power<br>Supplies and materials for repairs.<br>Telephone<br>Fuel<br>Water | 5,565.30<br>1,042.30<br>255.19<br>541.45<br>12.00<br>42.00<br>11.80 |    | 7,474.05  |
|                               | 16.64<br>296.72  |          |                          |  |   | 1  | 1.214.04  |
| ···                           | 41.72  | \$<br>\$ | 855.08<br>355.08         | Extra labor<br>Light<br>Supplies and material for repairs.   | 3,667.87<br>23,75<br>531.87<br>12,60<br>12.00                       |    |           |
| E.                            | - 519,30   |          |                          |  |   |    | 4,258.00  |
| ::: <b>:</b><br>              | 94.65<br>5.32  | \$       | 619.27                   | FERRIES.<br>Salaries<br>Extra labor<br>Supplies and repairs<br>Fuel<br>Fuel  | 970.00<br>133.50<br>480.99<br>86.11                                 | 1  |           |
| **                            |  | \$       | 523.91                   | A E. Canlest   |   | 5  | 1,670.60  |
| FUN                           |  | -5       | 95.36                    | J. F. Caples:<br>Salaries<br>Extra labor<br>Supplies and repairs.<br>Fuel  | 5,972.88<br>135,00  |    |           |
|                               | 8,604.93   |          |                          | Supplies and repairs   | 481.31<br>613.32  |    | 7,208,51  |
|                               | 174.64 60.00   |          |                          | W. S. Mason:   |   | 1  | L'ANGLER. |
|                               |  | \$<br>\$ | 8,839,57<br>828,55       | Salaries Supplies and repairs.<br>Fuel oil, wood.<br>Rent of approach<br>Dry dock charges<br>Insurance                       | 751.75<br>1,862.76<br>836.78<br>900.09                              |    |           |
|                               |  | \$       | 8,011.02                 | Dry dock charges   | 15.20   |    | 11 A.S    |
| NT F                          | UND.   |          |                          | Water  | 1.00  | 8  | 11,487,15 |
| ···.\$                        | 6,715.24   | \$       | 6,718.24                 | Salaries \$  | 6.972.87<br>712.84<br>868.30<br>1.440.46                            |    |           |
| ••••                          | 4.48   | \$       | 6,718.24                 | Supplies and repairs<br>Fuel oil, wood<br>Rent of approach   | 60.00   | \$ | 10,054,67 |
| FUN                           | D.   |          |                          | L. R. Webster:<br>Salaries   | 7,047.40  |    |           |
| 1                             | 12,825,83  | 5        | 12,825.83                | L. R. Webster:<br>Salaries<br>Extra labor<br>Supplies and repairs<br>Fuel oil, wood<br>Water                                 | 971.78<br>1,942.39<br>0,30<br>3,75                                  |    |           |
| 10.0                          | 3,984,00<br>2,386,73   |          |                          | Bridges and Ferries:   |   | ۳. | 10,263.67 |
|                               | -  | \$       | 12,570.73                | Salaries<br>Supplies<br>Refund allowed for gateway   | 189.51<br>189.51<br>135.50<br>38.00<br>8.05                         |    |           |
|                               | 71.0r  |          |                          | Car tickets  |   | ÷. | 1,768.08  |
| -                             | 51.85  | 8        | 51.85                    | Circuit:<br>Salarles-Judges and balliffs\$   | 6,547.00  |    |           |
|                               | 1.12   | 5        | 12.85                    | Extra Judges   | 1.023.16  |    |           |
| ND.                           |  | \$       | 38.00                    | Extraditions and arrests   | 965.00<br>1,212.75<br>706.97<br>26.35                               |    |           |
| :                             | 250,000.00<br>3,375,00<br>6,250,00                             | 5        | 259,625,00               | Auto hire  | 44.70   | \$ | 42,090.62 |
|                               | 24 6   | \$       | 6,225.00                 | County:<br>Salaries-Judge, balliff   | 702.70  | 8  | 703,70    |
| 94 - 14<br>94 - 14<br>94 - 14 |  | \$       | 253,400.00               | Juvenile:<br>Salaries<br>Conveying to Reform School<br>Car tickets<br>Stationery   | 6.142.45<br>962.19<br>97.00<br>154.65                               |    |           |
|                               | 4,365.68   |          | - C - L                  |  |   | \$ | 6,857.39  |
| ··                            | 70.19  | 5<br>5   |                          | District:<br>Salaries-Judges and clerks<br>Jurors, witnesses, Interpreters<br>Stationery<br>Sundry expenses                  | 6,636.12<br>205.70<br>208.52<br>11.00                               | 1  |           |
|                               |  |          |                          |  |   |    | 7,152.24  |



Daily and Sunday