

COOS BAY CHANNEL IS 30 FEET

Ruling Depth of 25 Feet at Least Is Assured and People Are Encouraged.

DREDGE MICHIE TO LEAVE

Roadway of Desired Depth and 1500 Feet Wide Expected Next Year.

Digger May Go to Grays Harbor for Winter Work.

Except where a sounding of 26 feet has been obtained and another of 27 feet, the Coos Bay bar has a depth at low water of approximately 25 feet and a ruling depth of 25 feet at low tide is assured, say Government engineers, so the dredge Colonel P. S. Michie is to leave there between November 15 and 20 and probably will not return until Spring.

Consideration had been given a plan to send the dredge to Grays Harbor to work when favorable conditions permit, and as she visited Humboldt Bay since her construction, it is not unlikely she will be sent to Grays Harbor for a short time. In the event her services are not devoted to either project she will be taken up for the winter.

With the inside channel at Coos Bay at 25 feet, save for one place at Pigeon Point where there is less depth, the success attained on the bar is encouraging to the Coos Bay interests as well as to the Federal officers, who regard the work done this year by the dredge as fully demonstrating that an adequate channel can be provided, although it is yet to be ascertained how long it will maintain itself during the winter without the aid of a dredge.

There has been a jetty on the north side of the entrance to Coos Bay, and some favor its extension and removal of part of the section now in place. The channel dug by the Michie has a width of possibly 1500 feet at the end of additional jetty work, it is believed that next season 30 feet will be obtained easily a channel 30 feet deep over an area of possibly 1500 feet in width. As to the Pigeon Point feature, it is said, the channel there may be changed so as to avoid an obstruction that is of a rocky character.

It is the aim of the Corps of Engineers, United States Army, apparently to try dredging in the winter when conditions are favorable in preference to shouldering expensive jetty work, and with a machine of the type of the Michie, capable of the maintenance of channels at two or more bars within reasonable distance, it is clearly a more expeditious way of marine roads could be kept in good condition. As to inside channels, they are taken care of by pipeline dredges. Coos Bay is looked upon as one of the Oregon Coast ports that will accommodate more of the average types of steamers engaged in the offshore lumber trade, some of which have been there at various times.

CHINOOK IS ORDERED HERE

Dredging Ceases at Entrance, With Money Left for Next Season.

Ending her labors for the 1915 season at the entrance to the Columbia River, the Government dredge Chinook made her last run here yesterday, when she was ordered here to lay up at the Government moorings for the winter. Before the Spring season is on the Chinook will be taken to the yard for overhauling, so no time will be lost in returning her to the lower river.

Major developments in the Chinook, U. S. A., said yesterday that by withdrawing the Chinook now there will be sufficient funds remaining with which to operate the Chinook in the winter of 1916.

The Chinook is a 250-ton vessel, with a crew of 250 men again will be employed there. In cutting down the number December 15 is planned to retain about 75 workers on the payroll to overhaul the plant during the winter. Part of the survey has been finished at the mouth of the river, and in the dredged out there is shown to be a low-water depth of 35 feet over a width of 1000 feet.

PACIFIC, BEING BUILT, SOUGHT

Steamer Building at San Francisco May Carry Grain to Europe.

New interest has been added to the grain freight market through a story that negotiations are under way to engage the big steamer Pacific, being turned out at the plant of the Union Iron Works, San Francisco, and which was contracted for by Hind, Rolph & Co., to be named the Annette Rolph, but was now being rechartered to the interests of the Pacific Steam Navigation Company, which is being commanded by Captain Hill, well known here as the master of the Norwegian steamer Christiania.

The Pacific is expected to carry about 8000 tons dead weight and it is believed to be ready to serve at least by the latter part of this month. The new owners of the vessel are believed to be holding back for the highest bid, and it is expected that the charter rate will be far above 100 shillings on the Canal basis, though 100 shillings if she goes via the Straits of Magellan.

NORTHERN PACIFIC TO DOCK

Turbiner Sails With Considerable Freight and Good Cabin List.

The turbiner Northern Pacific carried 1248 tons of freight and 323 passengers to California yesterday. The vessel will be ready to receive cargo and passengers into drydock for painting. She will sail from Flavel again southbound November 23.

The Great Northern left San Francisco northbound yesterday with 207 passengers and 600 tons of freight. Late rush consignments of goods are on board, and the vessel is expected to depart until 11:45 A. M., but, as in previous instances, Captain Ahman expects to dock on time today.

The North Pacific Steamship Company's liner, Geo. W. Elder, was also gone over as to lifeboat men. Part of the examination for the crew

of the steamer J. B. Stetson, which sailed from St. Helens for California last night, was concluded here, and the water of passing on lifeboat men and issuing certificates will be completed at Astoria, where the same work will be carried out aboard the steamer Columbia. The latter left today this morning for the plant of the Astoria Box & Lumber Company to finish her cargo by loading 200,000 feet of lumber.

LIGHTVESSEL GOES TO SEA

Columbia River Ship Takes On Supplies After Thorough Overhauling.

Lightvessel No. 85 leaves here tomorrow to return to her station off the entrance to the Columbia, after having been in the harbor about 45 days undergoing a complete overhauling and in the way of new work the water of passing on lifeboat men and issuing certificates will be completed at Astoria, where the same work will be carried out aboard the steamer Columbia. The latter left today this morning for the plant of the Astoria Box & Lumber Company to finish her cargo by loading 200,000 feet of lumber.

Lightvessel 67 is to be ordered inside for some work and that will be carried out as soon as the relief vessel comes to Astoria to take over the District makes it possible. A vessel needed, not only for its annual overhauling contracts, but at times when the water of passing on lifeboat men and issuing certificates will be completed at Astoria, where the same work will be carried out aboard the steamer Columbia. The latter left today this morning for the plant of the Astoria Box & Lumber Company to finish her cargo by loading 200,000 feet of lumber.

Liner in Opium Net Sailed; Bonded.

SEATTLE, Wash., Nov. 9.—The Blue Pacific liner Calcutta, which was fined \$26,000 by the collector of customs here as penalty for bringing into the United States \$75,000 worth of opium not listed on the ship's manifest, left today for the Orient. The owners of the boat, who have appealed to the Treasury Department for a writ of habeas corpus, are the opium being on board and, therefore, are not responsible.

MARINE INTELLIGENCE

Steamer Schedule

Table with columns: Name, Due to Arrive, Date. Lists various steamers and their arrival dates.

Portland-Atlantic Service

Table with columns: Name, Due to Arrive, Date. Lists steamers on the Portland-Atlantic route.

Marconi Wireless Reports

(All positions reported at 8 P. M., November 9, unless otherwise indicated.)

Northern Pacific. Flavel for San Francisco, 113 miles south of the Columbia River. Arrived Seattle for Richmond, 47 miles south of Seattle.

Milla, Launion for San Pedro, 555 miles south of San Francisco. Arrived San Pedro, 2 miles south of San Pedro.

Boonoke, San Diego for San Pedro, two miles south of San Pedro.

Atlas, towing grapple, Richmond for Astoria, 24 miles east of Point Conception.

Grace, Tacoma for Port Harford, 30 miles south of San Francisco.

Marlin, San Francisco for Honolulu, 152 miles out, November 8, 8 P. M.

Adeline, towing grapple, San Francisco for Astoria, 24 miles east of Point Conception.

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CASCADES SEEN TO TAKE TWENTY MILLION DOLLARS PER YEAR

Best, Safest Cathartic for Liver and Bowels, and People Know It.

They're Fine! Don't Stay Bilious, Sick, Headachy or Constipated.



Proceeded to Willapa Harbor, where she is to load lumber.

With a cargo of grain from Portland, the Norwegian bark Linatia sailed for the United Kingdom.

The steam schooner Wapama arrived during the night from San Francisco and went to St. Helens to load lumber.

Bringing the cargo of lumber, the tank steamer J. A. Chausser arrived from California.

After discharging fuel oil at Portland and Astoria, the tank steamer Argyl sailed for San Francisco, carrying about 100 tons of cargo.

The Japanese steamer Hokoichi Maru sailed for the United Kingdom, carrying a full cargo of wheat from Portland.

After fully two hours had been consumed in going over the merits and demerits of the case, a motion was passed unanimously appointing Chairman McLeod and Commissioners Warren and Patton draft a resolution.

The Commission also called for bids to be opened on November 15, 1915, for the construction of a substantial industry that will justify the investment.

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HEILIG TOMORROW 3 Nights Beginning Mat. Sat. Sunday 2:15. Musical Comedy of Youth. WHEN DREAMS COME TRUE.

BAKER THEATER Broadway and Morrison Home of the Popular Baker Players. Tonight, 411 West Madison Street, The Gripping, Red Blood Play of the North Sea.

Orpheum Broadway and Yamhill. The Only High-Class Vaudeville Circuit. Eddie Foy and the 7 Little Foys.

DANZIGES MATINEE DAILY 2:30 THE BROADWAY REVIEW The Broadway Review presented from New York's Rialto.

MUSIC Every Afternoon and Evening Ice Skating "W" and 23d St. Cars.

WARRENTON WINS POINT COMMISSION FAVORS CHANNEL IF INDUSTRY JUSTIFIES EXPENSE.

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Portland Business Bulletin This directory is for the information of the public, to give as far as possible the different lines of business which the average person may find occasion to use.

ABSTRACTS AND TITLES. PROMPT SERVICE at reasonable prices. Pacific Title & Trust Co., 7 Ch. of Com.

ACCORDION FLEETING. R. STEIN, remounting, repairing, accordions, 209 Pittcock Bldg. Broadway 1923.

ADDITIONAL MACHINES. WALTERS adding and listing machines. A. J. McKinnon, 107 S. W. Bk. Bldg.

ASSAYERS AND ANALYSTS. MONTANA ASSAY OFFICE, 1414 2d. Gold, silver and platinum bought.

CANCER. LOWELL M. JONES, M. D., Practice limited exclusively to cancer, 212 Morrison Bldg.

CHEMISTS. William, Eastman and William, Jr., Deveny, the only scientific chemist in the city.

CLAIMS OF ANY DESCRIPTION. The Harlan Mercantile Agency, 412 Hennrich Bldg. Phone Main 450.

COLLECTION AGENCY. NETH & CO., Worcester Bldg. Main 1784. No collection, no charge. Established 1880.

DANCING. MANCHESTER Dancing Academy, 85 1/2 5th. Wash. and Stark, Main 3208, Lessons 25c.

HEALTH SCHOOL - Lessons daily: class work, 10 to 12. Wash. and Stark, Main 3208, Lessons 25c.

GRACE DE REAL - European dance artist. Private or class lessons. Main 1077.

EYE, EAR, NOSE AND THROAT. Treatment by specialist; glasses fitted. Dr. F. J. Canaday, 217 DeLuna Street, Bldg. 20.

FEATHER RENOVATING. We make repairs on feathers, summer and winter used. We renovate any kind bedding, 770 E. 20th, Tabor 2674.

FIRE INSURANCE. PACIFIC STATES FIRE INSURANCE CO. After discharging fuel oil at Portland and Astoria, the tank steamer Argyl sailed for San Francisco, carrying about 100 tons of cargo.

INSURANCE. JEROME R. STEINBAUGH, gen'l insurance, fire, automobile, 615 Corbett Bldg. Main 6716.

LAWYER. LAWYER - Consultation free. 618 Pittcock Bldg. 170 S. W. Bk. Bldg.

WHOLESALE AND MANUFACTURERS. AUTO AND BUGGY TOPS. DUBBILLY Buggy Top Co., 202 1/2 2d St.

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FUNERAL NOTICES. MONDAY - At the residence, 832 Commercial Street, November 9, William Montag, aged 72 years, beloved husband of Sophia Montag, and father of W. J., George J., and Charles Montag.

FUNERAL DIRECTORS. The only residence undertaking establishment in Portland with private driveway, Main 4110.

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