

# GOLDEN GATE WITH 42-FOOT DEPTH

## Area of Deep Water Also Has Been Greatly Increased by Dredging and Scouring.

### SURVEY IS NOT COMPLETED

Distance Between 42-Foot Contour Inside and Outside Entrance Reduced From 3600 Feet to 900 Within Past Year.

In one year the governing depth at the entrance to the Columbia River has been increased five feet, a partial report of the June survey having been given out by the government engineers yesterday, showing a ruling depth of 41 feet at low water. In June, 1916, 36 feet was the least depth. Only one point in the channel had no little depth more water being available in all directions from it, but 26 feet governed for a short period.

The 41-foot area is not less than 800 feet wide, while for a width of 2500 feet the least depth is 26 feet. Equally as important as the gain on the entrance range is the fact that the distance from the 42-foot contour inside the entrance to the 42-foot contour outside is only 900 feet, whereas a year ago it was 3600 feet.

By October the big dredge Chinook, which has been engaged there since May 1, may have reached the 42-foot mark. The 40-foot depth was reached the latter part of 1916, and since then a tremendous scouring has resulted. That is shown in the diminution of the distance between the 42-foot contours. The Chinook will be kept going as long as weather conditions will permit, probably until October 15, there is to be a channel at least half a mile wide under the provisions of the entrance project, but those in touch with the work believe it will depend naturally as well.

Conditions to the north of the range have not all been ascertained. The fact the survey, which started in early last month, has not been finished because of interference at times by unfavorable weather and strong tidal influences.

The river channel between Portland and the entrance conformed to the 30-foot project, but before the project was fresh and it is believed the sediment deposited will be shifted in short order once the stream reaches the 42-foot mark. The Chinook is now working on the 42-foot mark, so the dredge float can operate to advantage. It was 20 feet above here yesterday and falling slowly.

The government has adequate funds for operating the Chinook the remainder of the season, also for the pipeline dredge, the latter being used in the estuary, so with every reason to expect the next rivers and harbors bill will establish a provision for the channel expenses this year.

### CIGAR RAFT HAS SLOW TRIP

#### Hercules Battles With Adverse Weather on Way to Golden Gate.

It required nine days for the tug Hercules to tow the cigar-shaped tug raft from the Columbia River to San Francisco. She left the river July 1 and reported within the Golden Gate at 3 o'clock yesterday morning, bound for San Diego. The raft was built by the Benson Logging Company, and since the business was established 22 others had preceded it to Southern California.

The last raft made a poor start and appears to have been unable to dispel ill-luck. On leaving the Columbia the Hercules, being assisted by the tug Wallula, the tug chain parted off inshore before being picked up. Then she ran into a big blow and Captain Hitchworth, who had been reported to a passing steamer Sunday that he was in a bad blow north of Point Arena and that the tug chain parted off twice. He intended to make Drake's Bay to rearrange the chain gear. Another raft, built by the Benson Logging Company, will leave there today to be taken in tow by the tug Sea Rover for San Francisco.

### CENTRAL DOCK IS PROPOSED

#### Steamboatmen Favor Lines Having Common Terminal at Dock No. 2.

To interest through steamboat lines in making their headquarters at Municipal Dock No. 2, at East Washington street, so as to centralize the river business more profitably for operators and the public as well, is proposed by some owners.

It is understood one line is ready to consent to the plan. The proposal is for one fleet operating to Astoria, another to Salem and Corvallis, one to The Dalles or through the Upper Columbia, as well as one or two of the intermediate services, such as Kelso, or Clatskanie, to go in together. In the first place, through the Columbia could be transferred without the added cost of drayage from one dock to another, which now falls on the shipper. There would be no attractive place for passengers and the dock could be looked after by a force no larger than each line now maintains on their leased docks. In the interest of the public it is pointed out all could find such a central dock, while passengers now wander from one end of the West Side to the other to locate boats.

### CANOIST IS SPILLED IN RIVER

#### Harbor Patrol Launch Assists Wet Occupant to Reach Shore.

Martin Shafer, of the Western Hotel, made a spectacular spill yesterday near the Morrison-street bridge about 11 o'clock yesterday morning and, fortunately, the accident was witnessed by members of the harbor patrol force, who made a run from the Stark-street landing and assisted the canoeist to shore. He had been carrying a large quantity of mail, and was attempting to shift from the bottom to one of the seats, and the canoe was upset.

Since swimmers are frequenting the waterfront and pleasure craft are numerous, especially at night, the harbor patrol membership is kept on the lookout for accidents. Boathouse proprietors are cautioned to rent canoes to novices, for in past seasons some accidents have been credited to unskilled persons trying to propel them.

### Pacific Coast Shipping Notes.

ASTORIA, July 10.—(Special).—The steam schooner John Paulsen arrived today from San Francisco and will depart to load lumber.

The steamship Great Northern sailed today for San Francisco carrying 200 tons of freight and 200 passengers.

The tug Onondaga arrived today from Coos Bay, where she was compelled to stop for repairs, as she was towing the barge Isaac Reed from Eureka. When nearly 10 miles south of Coos Bay and about 15 miles off the coast a piston rod broke, doing considerable damage, and the tug had a hard time reaching port with her tow.

COOS BAY, Or., July 10.—(Special).—United States Steamboat Inspectors G. Q. Walcott and P. J. Edith inspected the gasoline schooner, "Tramp" and the gasoline schooner "Hustler" today.

The gasoline schooner "Tramp" arrived from San Francisco with 20 passengers and 200 tons of freight. She took on some cargo while here and will sail for Portland.

R. P. Padden, agent for the Pacific Steamship Company, is gathering evidence for the owners of the wrecked "Salvor" for the purpose of recovering the cost of the vessel when the Congress burned at the entrance to the harbor.

The steam schooner Phoenix and her wrecked barge arrived at the Sinaloa wreck and Captain Padden has started operations with a view to pulling the vessel from the beach at Cape Blanco.

The old tug Astoria has been remodeled and will sail to Mexican waters within 10 days. The Astoria was formerly the tug "Sinaloa" and has been fitted with gasoline engines.

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