

## POSTOFFICE BAR IS TO BE IMPROVED

Port of Portland Decides on Big Work Just Inside of Willamette's Mouth.

### CHANNEL TO BE MADE WIDE

Commission Decides on 600 to 800 Feet and Zero Depth of 28 Feet. 30-Inch Suction Dredge to Remove 1,760,000 Yards.

One of the most important of special dredging projects decided on by the Port of Portland commission in years was outlined yesterday by M. Talbot, general manager, for the improvement of the channel at Postoffice Bar, a short distance inside the mouth of the Willamette. The project means the dredging of approximately 1,760,000 yards of material and the services of one of the big 30-inch suction dredges will be required for two months and a half, in which time she will move through a cut nearly three miles long.

The undertaking when first referred to the United States Engineers brought forth a recommendation that the channel there be made 300 feet wide. On further consideration by the Port of Portland the line of the cut was changed so the channel will have a width of from 600 to 800 feet at Postoffice Bar, a point extending to a point above the range. That means there will be 28 feet of water at zero for the entire distance, which will be in conformity with work outlined to cover the remainder of the marine road to the sea until the authorized 40-foot channel is under way.

"We have started on the cut about April 15 using the dredge Willamette, which will have finished digging in North Portland harbor then," said Mr. Talbot yesterday. "It may be possible to shift the dredge Columbia there from the Sand Island channel and rush the digging. The Columbia has been digging the Sand Island cut and 10 days additional will be required in which to clean up the basin at Fort Canby, after which she can be brought to Postoffice Bar."

Plots have sought to have the road at Postoffice Bar widened as many local steamers are being listed, besides the conditions are such that passing vessels cannot be maneuvered as freely as desired. With two dredges at work Captain H. T. Graves, superintendent of dredging, estimates that the entire cut can be made in six weeks.

The dredge Portland, which is engaged in the harbor above the bridges, is to be shifted from the West Side to the East Side as soon as a bulkhead under construction on Inman-Poulsen's property is sufficiently advanced to hold dredged material. The machine has made such headway on the West Side that she can be moved at any time.

### BELGRAVIA SAILS TOMORROW

Damaged Liner *Saxonia* Is Within Drawn From Schedule.

Oregon products consigned to Oriental and European ports on the Hamburg-American liner Belgravia, which sails tomorrow morning, represent a value of \$260,795. The principal shipments are 40,106 barrels of flour valued at \$160,424 and 1,136,369 feet of lumber at \$12,216.

The liner, which loaded 200 barrels of oil to Yokohama, 1,500 barrels to Kobe, 1,000 barrels to Moji, 25,990 barrels to Hongkong and 1,448 barrels to Manila. There are also a box of beef for Kongju, Korea; 62 cases of beef casings for Hamburg; 2175 bales of green salted hides for Yokohama and a shipment of the lumber going forward consist of huge sticks 80 inches in diameter and running between 40 and 50 feet in length. They will be carried on deck.

Fritz Kirchoff, Portland agent for the Hamburg-American, was advised by telegraph yesterday that the liner *Saxonia*, which went aground last week at Tsingtao, China, had been withdrawn from the service, so it is supposed her damages were serious. The *Saxonia* was to have reached Portland March 25 and her cargo is to be taken care of on the *Standmark*, due April 30. The latter is on her first voyage and to be attractive, as she was constructed on the Isherwood system, there being no stanchions in her holds. She is 429 feet long, has a beam of 55 feet and depth of hold of 29 feet. Her dead weight capacity is 11,000 tons. The *Saxonia*'s cargo for Portland will probably come on the *Standmark*.

### ALGOA MAY BE TRANSPORT

**Big Freighters Held Within Golden Gate Month After Arrival.**

In marine circles the Mexican revolution situation has again become a topic, though a report that the Pacific Mail has sent a ship to San Francisco to bring the Algon, which arrived at San Francisco February 8 from Newcastle by way of Guayaquil, and it is assumed she has been picked by the Government for the transportation of stores and supplies in the event more active attention is given the Mexican problem.

That talk, following on a request received last week to inspect the steamers Bear, Beaver and Rose City by a Naval officer to determine their adaptability for service as troop transports or scout cruisers has strengthened the Algon's position. Uncle Sam is now reported to be sending a small force of men, for the transport. Sheridan, Buford and Crook are at San Francisco and the Logan is on the way from Manila, having left there February 16. The Sherman and Thomas are en route from the Golden Gate to the Philippines.

### BEAR LOADS RECORD CARGO

**California Liner Dispatched With 2654 Tons From Portland.**

Captain Nopander went down the river yesterday afternoon on the Bear, which is exhibiting a most satisfied smile because of the record of that ship first place for the largest cargo from Portland since the "Big Three" began operations. At least the statistics at Ainsworth dock set forth the Bear, sister ship of the Belgravia, carried 2649 tons from here, and the Bear has 2654 tons, which includes 38 tons at Astoria, for which space was reserved.

As crews of both vessels made much over a few minutes gained in time steaming between San Francisco and Portland and the Bear finally established the record passage, the fact a few more tons were carried than the record was sufficient for them to crow. The Bear had a passenger list number

185 persons and because of pleasant weather she was given a sendoff by the largest crowd gathered on the dock this season.

### TIDELAND BILL OUTLINED

Dock Commission Executive Draws Measure to Utilize Overflow Lands.

Under the provisions of a measure drafted by F. W. Mulkey, chairman of the Commission of Public Docks, he estimates that waterfront property here would be regained for the taxpayers valued in excess of \$10,000,000. The instrument is to be known as the tidelands bill, it gives equal privileges to incorporated cities and towns in the state to construct and maintain docks, wharves and similar structures on overflow land below the low-water mark.

The bill contains provisions for compensating adjacent landowners who have constructed docks or wharves and for the leasing of property on waterfronts not required for municipal purposes to public service interests for periods not to exceed 10 years. The rental value is to be determined by municipal authorities and the State Land Board.

### Marine Notes.

Last of the cargo of the steamer Leelanau went aboard at the Crown mill, where she shifted yesterday from Oceanic dock. On her manifest were 2000 tons of wheat and 500 tons of flour for San Francisco. Besides 1900

## BOAT FARES HIGHER

With Sailing of Beaver Thursday New Rates Effective.

### INDEPENDENTS NOT IN DEAL

Raising of Price for All Accommodations to San Francisco and San Pedro Follows Los Angeles Announcement.

First cabin passenger rates between Portland and San Francisco have been raised \$1 intermediate rates \$2 and steerage prices \$1. A corresponding advance in the through rate to San Pedro will become effective with the sailing of the steamer Beaver from here Thursday.

Announcement of the new tariff was made yesterday on the receipt of information from San Francisco. Re-

February 22, en route to China and Europe.

Den of Glamis, arrived at London March 1, Montevideo February 29, en route to United Kingdom.

Merionethshire, sailed from Vancouver to United Kingdom via Orient March 2.

Glenroy, at Portland, Cardiganshire, sailed from Yokohama for Puget Sound February 28.

Radermacher, at Colombo February 18, en route to Pacific Coast via Orient.

Den of Ruthven, sailed from Oran for Orient and Pacific Coast February 21.

Glenlochy, sailed from Antwerp for London, Orient and Pacific Coast February 21.

Caravanshire, due to leave Antwerp for London, Orient and Pacific Coast March 18.

First cabin passenger rates between

London and San Francisco have been

raised \$1 intermediate rates \$2 and

steerage prices \$1. A corresponding ad-

vance in the through rate to San Pedro

will become effective with the sailing

of the steamer Beaver from here

Thursday.

Announcement of the new tariff was

made yesterday on the receipt of infor-

mation from San Francisco. Re-

cently the San Francisco & Portland Steamship Company filed notice with the Interstate Commerce Commission of its intention to increase through rates from San Francisco to San Pedro and Angeles to \$27.50, \$25.50 and \$23.50 and they went into effect March 1, but yesterday nothing was made known concerning a different tariff from Portland to San Francisco and to San Pedro.

The first cabin rate from this port to San Francisco has been \$10 for round trip.

For outside rooms on the main deck \$12 was charged and the new rate will be \$14, while for the \$10 accommodations on the same deck, but which are located between the outside rooms, the rate will be \$12. The steerage charge to San Francisco, however, is \$6 for round trip and this is raised to \$7.

The first cabin charge of \$36.15 to San

Pedro goes up to \$27.15, the \$23.15 inter-

mediate to \$25.15 and the second inter-

mediate to \$23.15 from \$21.15, while the steerage advances from \$12

to \$13. All accommodations but steer-

age mean cabin passage, the highest

rate being for upper deck rooms and

the others for the main deck, the serv-

ice in both cases the same.

The Los Angeles charges went into effect with the sailing of the steamer Rose City March 2 and more through tickets were sold on the Bear, depart-

ing yesterday, but a complete change is to apply on the Beaver.

Independent vessels have not given

any news of changes in rates says Frank

Bell, Portland agent, for them as

well as the Yale and Harvard. He says

the first-class rate to San Francisco

remains at \$10 and \$18 to Los Angeles,

and \$11 to the southern port. It was

understood a few weeks ago that the

independent operators would be con-

cerned with the operators of regular

vessels and that the rate question was

thoroughly discussed.

It is thought probable that the inde-

pendents will advance their tariff on

steerage business, but maintain the

present first-class charge. Owners of

one or two independent ships are con-

sidering placing a \$12 rate in effect

for their best accommodations, con-

tinuing the \$10 tariff on others and

leaving the steerage rate unchanged.

### CARNARVONSHIRE TO SAIL

Cardiganshire Nearing Coast With

Cargo From Europe and Orient.

Frank Waterhouse & Company's lat-

est bulletin covering movements of

Royal Mail steamers engaged in the

European-Pacific Coast trade is as fol-

lows:

Den of Airlie, arrived at Yokohama

recently the San Francisco & Portland Steamship Company filed notice with the Interstate Commerce Commission of its intention to increase through rates from San Francisco to San Pedro and Angeles to \$27.50, \$25.50 and \$23.50 and they went into effect March 1, but yesterday nothing was made known concerning a different tariff from Portland to San Francisco and to San Pedro.

The first cabin rate from this port to San Francisco has been \$10 for round trip.

For outside rooms on the main deck \$12 was charged and the new rate will be \$14, while for the \$10 accommodations on the same deck, but which are located between the outside rooms, the rate will be \$12. The steerage charge to San Francisco, however, is \$6 for round trip and this is raised to \$7.

The first cabin charge of \$36.15 to San

Pedro goes up to \$27.15, the \$23.15 inter-

mediate to \$25.15 and the second inter-

mediate to \$23.15 from \$21.15, while the steerage advances from \$12

to \$13. All accommodations but steer-

age mean cabin passage, the highest

rate being for upper deck rooms and

the others for the main deck, the serv-

ice in both cases the same.

The Los Angeles charges went into effect with the sailing of the steamer Rose City March 2 and more through

tickets were sold on the Bear, depart-

ing yesterday, but a complete change is to apply on the Beaver.

Independent vessels have not given

any news of changes in rates says Frank

Bell, Portland agent, for them as

well as the Yale and Harvard. He says

the first-class rate to San Francisco

remains at \$10 and \$18 to Los Angeles,

and \$11 to the southern port. It was

understood a few weeks ago that the

independent operators would be con-

cerned with the operators of regular

vessels and that the rate question was

thoroughly discussed.

It is thought probable that the inde-

pendents will advance their tariff on

steerage business, but maintain the

present first-class charge. Owners of

one or two independent ships are con-

sidering placing a \$12 rate in effect

for their best accommodations, con-

tinuing the \$10 tariff on others and

leaving the steerage rate unchanged.

### LEIPZIG CANAL UP AGAIN

BERLIN, March 7.—Plans to connect

the City of Leipzig by canal to the