DOCK COMMISSION EXPLAINS ITS PLAN

Cost Units of Proposed Elevator to Handle Grain in Bulk Are Given Out.

URGENT NEED EXPRESSED

First Section Would Cost Approximately $1,887,000 and Additions Would Be Made Only as They Were Required.

Approximate estimates of cost of units to comprise the proposed bulk grain handling facilities and additional port development fostered by the Commission of Public Docks, bonds for undertaking which are to be voted on June 4, are set forth in an official statement issued yesterday by the Commission, which supplements an outline of the general plan published a few weeks ago.

The statement is signed by Charles B. Moores, chairman of the commission; Ben Selling, vice-chairman; John H. Burgard and A. H. Averill. The other member, F. C. Knapp, is in the East.

The tentative plan provides for the following:

"A fireproof concrete bulk grain elevator, the first unit to be of 1,0 0,000 bushels capacity, the work or head house to be equipped with sufficient machinery to handle an additional 1,000,000 bushels storage when such second unit shall be constructed. The commission estimates the cost of the first elevator unit at $1,100,000.

"When storage bin capacity for an additional 1,000,000 bushels is later necessary, the construction would probably cost about $330,000, or an approximate estimated cost for a fully equipped 2,000,000-bushel elevator of $1,430,000.

Grade Separation Proposed.

"On account of grade separations and smut conditions of wheat handled through the elevator, it will be necessary to construct a larger number of storage tanks or bins of smaller capacity, as facilities furnished by Interior and Atlantic seaboard elevators must be provided.

"A shed or warehouse is provided for the storage of grain passing through the elevator and there sacked, and for grain in sacks or original shipments from the producing sections not passing through the elevator.

"Portions of the shed may also be used for general cargo and trans-shipping movements when other docks are congested. The estimated cost of the shed, based on a total length of 1000 feet and width of 160 feet, is approximately $576,000, which includes the substructure.

"A dredged slip is included, with open pier alongside, a type of construction which will also make available a considerable area which will be used for open storage and handling of heavy bulk freight. Competitive ports have provided extensive facilities of this kind to their great advantage

"The approximate estimate of the construction cost of all of the open dock facilities in the tentative plan is $224,000. Part of the open dock construction could be utilized later for additional shed space at a small expense.

"The estimated cost for dredging the slip, using the excavated material to raise the open dock areas to an elevation above highest river stage, is approximately $72,000.

"The estimated cost of railway connections and the extensive trackage required will be approximately $63,000.

"For special mechanical equipment, such as sheerlegs, locomotive and cranes, to handle heavy bulk material quickly and economically, the estimated cost is approximately $40,000.

"The location and extent of the site has not been determined, but the commission has options on several pieces of suitable water frontage. The cost of the site, therefore, cannot be determined at this time, but owing to the extremely low cost of water frontage at present it may be advisable for the commission to obtain an area sufficiently large not only for immediate requirements, but for future development.

Unit Plan Proposed.

"The commission's aim will be to provide facilities only sufficiently in advance of requirements to enable the port to meet actual needs of shipping and insure its retention after it has been established, but the commission feels that it should at this time be placed in a position to care for the heavy demands, which, no doubt, will develop when shipping returns to normal, without having to go before the people for special authorization to supply needed facilities.

"Any surplus which may be available from the bond issue would be held in reserve, unsold, for completion of the tentative plan.

"If prompt provision is not made for handling the water-front situation in this port, our competitors will have a distinct advantage over us of more than two years, as this length of time elapses between our city elections.

"The Commission of Public Docks is endeavoring to protect and assure the future of the business of this port in asking the people to approve the $3,000,000 bond issue at the June election.

"Estimated approximate cost of more immediate construction is: Grain elevator, first unit, 1,000,000 bushels, $1,100,000; shed, or warehouse, $576,000; part of open cargo dock, bulkheads for fill, etc., $76,000; dredging slip and fill, $72,000; rail connection and trackage, $39,000; handling machinery, bulk freight, $24,000. Total, $1,887,000.

"Completion of tentative plan would cost: Grain elevator, second unit, 1,000,000 bushels, $330,000; open cargo dock, $148,000; additional trackage, $24,000; handling machinery, $16,000. Total, $518,000.

"Total, exclusive of site, $2,405,000.

"Balance for site and additional facilities, $595,000."

COLUMBIA CITY DEAL CLOSED

City of St. Helens to Be Launched Saturday With Big Programme.

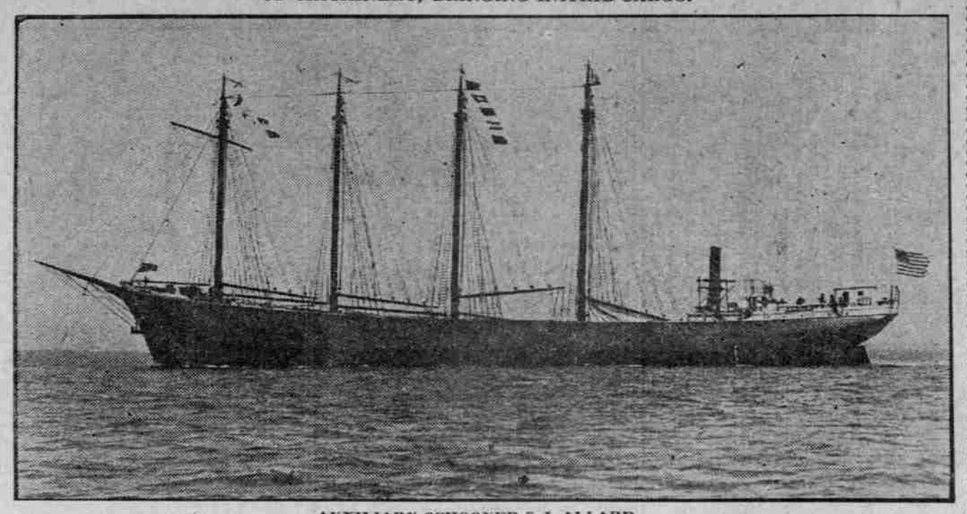
Final details of the purchase of 11 acres at Columbia City by Somarstrom Bros., of Oakland, for the establishment of a wooden shipyard have been closed, according to Edmund C. Giltner, one of the owners, who said yesterday the site had passed to the Oaklanders. Work has been commenced on laying out the ground and the first of about five ways will be built without delay.

The St. Helens Shipbuilding Company's yard is to be the scene of an important launching Saturday afternoon, when the auxiliary schooner City of St. Helens makes her dip. Commercial interests there have outlined an elaborate programme for the occasion, Governor Withycombe and other prominent men of the state being invited. Portland will send a large delegation, as well. Miss Lois Clear is to christen the vessel.

Tides at Astoria Sunday.

High.	Low.
5:08 A. M....7.8 feet	.....
6:35 P. M....7.04 feet	12:16 P. M...0.2 feet

M'CORMICK SHIP, BUILT AT ST. HELENS, RETURNS TO HOME WATERS AFTER INSTALLATION OF MACHINERY, BRINGING INITIAL CARGO.



AUXILIARY SCHOONER S. I. ALLARD.

The crack new auxiliary schooner S. I. Allard, built at the St. Helens Shipbuilding Company's establishment and named in honor of a banker of Eureka, reached the river yesterday from the Golden Gate with 400 tons of cement, a ballast cargo loaded for the run to home waters for a lumber cargo. Her machinery was placed at San Francisco. Captain Mitchell, who sailed the schooner Irene for years, is skipper of the Allard, and, like the Irene, he thinks she is in a class of her own. Some changes have been made as compared with the City of Portland, her sistership, but they are not material. She will no doubt be visited by many today, as Portland is her home port, she is built of Oregon material, named after an Oregon man and will carry Oregon lumber, as well as speeding the fame of Oregon shipyards.

FIR TESTS SILENCE FOES

STRENGTH FOR ALL PURPOSES IS IN EXCESS OF STANDARDS.

Government Figures Are Collected in Connection With Argument Over Value in Shipbuilding.

Tests in laboratories and in the forest service, as rated by the United States Department of Agriculture covering Douglas fir as to strength, size of timbers and general usefulness, breaks down arguments of certain Eastern shipbuilders who have unsuccessfully sought to dissuade the Government from specifying this material for wooden vessels with which to combat the submarine losses.

Strength of Douglas fir is asserted to exceed standards fixed by the established law of weight and strength. Its average specific gravity is .53 based on its oven dry volume or .46 based on its own green volume and .48 on its air dry volume. Green fir weighs 38 pounds a cubic foot and air dry 34 pounds.

Government figures on green and air dry stock, also small and large samples, are as follows:

	Large select beams, 8x16. Green.	Air dry.	Large Merch. beams, 8x16. Green.	Air dry.	Small clear pieces, 2x2. Green.	Air dry.
Moisture, per cent	....	21.4	....	21.2	35.4	18.8
Fiber stress at El. limit, lbs. per square inch	4346	4690	3895	4625	4920	6,300
Modulus of rupture, lbs. per square inch	6753	7070	5878	6472	7800	10,000
Modulus of elasticity, lbs. per square inch, in thousands	1654	1644	1481	1567	1580	1,680
Impact bending—Drop of 50-lb. hammer to break, 2x2x28-in.					23 in.	28 in.
Compression parallel to grain—Crushing strength at maximum load, per square inch					2910	4,850
Compression perpendicular to grain—Fiber stress at elastic limit, lbs. per square inch					530	760
Hardness on end—Load in pounds required to imbed a 0.444-inch ball to half its diameter					510	650
Hardness on side—Load in pounds required to imbed a 5.444-inch ball to half its diameter					510	610
Shearing strength—Parallel to grain, pouns per square inch					870	940

Pacific Coast Shipping Notes.

ABERDEEN, Wash., May 12.—(Special.)—The steamer Necanicum arrived from San Francisco and is loading at Wilson Bros.' mill.

The steamer Fair Oaks upon her arrival at the National mill from San Francisco was raided today by Sheriff Jeff Bartell and his deputies, who found and seized more than 400 quarts of whisky. Members of the crew all denied ownership of the liquor. No arrests were made.

The auxiliary schooner Grays Harbor, launched at the Schubach yards a month ago, is about completed. All her equipment is in readiness for sea with the exception of the installation of her Deisel engines, which have not arrived yet. She will be ready to clear for the East Coast in about two weeks.

COOS BAY, Or., May 12.—(Special.)—The steamship F. A. Kilburn arrived from San Francisco and left immediately for Portland.

The steam schooner G. C. Lindauer got into port to load lumber at the Bay Park mill in North Bend.

The steamship Breakwater docked after the steamship Kilburn.

The steamer Adeline Smith sailed for San Francisco with a full cargo of lumber. Some interest was expressed over the fact that the vessel loaded, although the Smith company employes were out on a strike.

The steam schooner Johanna Smith, in tow of the tug Defiance, arrived last night and is engaged in loading a lumber cargo at the Smith mill.

ASTORIA, Or., May 12.—(Special.)—The tank steamer William F. Herrin arrived this afternoon from California with a cargo of fuel oil for Portland.

The auxiliary schooner Santino sailed this morning for Boston, carrying a cargo of 1,800,000 feet of lumber from Westport.

The tank steamer Washtenaw arrived during the night from California, bringing fuel oil for Astoria and Portland.

The auxiliary schooner S. I. Allard arrived this morning from San Francisco, bringing cement which she will discharge at Portland. She will then shift to St. Helens to load lumber. The Allard is commanded by Captain Mitchell, formerly of the schooner Irene.

The steam schooner Daisy Matthews arrived this morning from San Francisco and went to Wauna to load lumber.

The steamer Beaver sailed during the night for San Francisco and San Pedro, carrying a full cargo of freight and a large list of passengers from Portland and Astoria.

The steam schooner Tiverton shifted today from Westport to Prescott to complete her cargo of lumber.

Yesterday afternoon the tug Oneonta, Captain Johnson, picked up the disabled trolling schooner Marcy, with two men on board, and towed her into port. The engine on the little craft was out of order and she was drifting helplessly in the rough seas about two miles northwest of the lightship.

The steamer Lewis Luckenbach, lumber laden from Portland, sailed this afternoon for San Pedro for fuel oil.

SEATTLE, Wash., May 12.—(Special.)—Arrivals today included the steamer Tranquebar, from San Francisco, in ballast, en route to Tacoma on her maiden voyage to load there in the service of the East Asiatic Company; the steamer Victoria, from Herendeen Bay; the steamer Alaska, from Anchorage and way ports, with 1500 tons of copper ore and a light passenger list.

Sailings included the steamer Humboldt, for Southeastern Alaska, with fair passenger list and cargo; the steamer Despatch, for Southeastern Alaska, with passengers and freight; the steamer Umatilla, for San Francisco, at 4:15 P. M., with 30 passengers and capacity cargo; barge General Fairchild, in tow of tug Kingfisher, for Anchorage, at noon, with a full cargo of powder and supplies for the Government railway; the steamer Oleum, for Port San Luis, at 10 A. M.

The three steam whalers, Star I, Star II and Star III, of the United States Whaling Company, got out for Port Armstrong. They are bound north for their annual Summer cruise.

On board the steamer Despatch sailing tonight were 20 Scotch lassies from Vancouver, en route to Port Walter, where they will work in the cannery of the Alaska Herring & Sardine Company.

It became known today that Grant Smith & Co., general contractors, with offices in principal cities of the United States and Canada, has undertaken to build wooden ships for the Canadian government. The company has leased a site at Vancouver and has room for six building ways.

SAN FRANCISCO, May 12.—(Special.)—One of the largest cargoes of nitrate to arrive here from South America for some time came in today on a vessel of the W. R. Grace fleet. The steamer had 6522 tons of the powder-making product. Cars were in waiting and discharge commenced as soon as the lines were made fast.

In addition to her heavy nitrate cargo, the steamer brought 67 passengers from South and Central America.

More than 100,000 sacks of coffee from Central American ports will have arrived in San Francisco by vessels of the Pacific Mail Steamship Company within ten days, when the next vessel ties up at the Mail docks. Sixty thousand sacks arrived here on two vessels docking within 24 hours of each other.

So scarce are ships' officers in the East that a representative of a large Eastern corporation offering large bonuses is now in this port looking for men with proper papers to send to Atlantic service.

It is rumored along the waterfront, though no direct confirmation could be obtainable, that longshoremen and coal heavers are going to ask for an increase in pay some time next week. Just what the demands will be is unknown, but it is rumored they will be an increase of from 5 to 10 cents an hour for regular, and a special increase for overtime work.

Estimates furnished by C. E. Dole, general purchasing agent of the Alaskan Engineering Commission, show that to date supplies for the railroad have been purchased to a total of $2,800,000 this season and that requisitions for supplies worth $1,200,000 more are at hand, making a total of $4,000,000.

Movements of Vessels.

PORTLAND, May 12.—Sailed—Steamer Washtenaw, for Port San Luis. Arrived—Steamer Washtenaw, from Port San Luis; motor schooner S. I. Allard, from San Francisco.

ASTORIA, May 12.—Sailed at 11:30 last night, steamer Beaver, for San Francisco and San Pedro. Arrived and left up during the night, steamer Washtenaw, from Port San Luis. Arrived at 5:40 A. M. and left up at noon, motor schooner S. I. Allard, from San Francisco. Arrived at 5:45 and left up at 7 A. M., steamer Daisy Mathews, from San Pedro. Sailed at 7 A. M., motor schooner Santino. Arrived at 3 and left up at 4:20 P. M., steamer W. F. Herrin, from San Francisco. Sailed last night, steamer Daisy Putnam, for San Francisco.

SAN FRANCISCO, May 12.—Arrived—Steamer Asuncion, from Portland. Sailed at noon, steamer Willamette, for Columbia River. Arrived, steamer Rose City, from San Pedro. Sailed yesterday, steamer F. S. Loop, for Portland. Sailed at 11 A. M., steamer Great Northern, for Flavel.

SAN PEDRO, May 12.—Arrived—Steamer Wapama, from Columbia River.

COOS BAY, May 12.—Arrived at 9 A. M. and sailed, steamer F. A. Kilburn, from San Francisco, for Portland.

RIVER IS RISING SLOWLY

FLOOD STAGE OF 15 FEET WILL BE REACHED TUESDAY.

Danger Not Imminent, as Water Does Not Reach Front Street Until Depth of 25.9 Above Zero.

Lower Ash-street dock, which a stage of 14 feet above zero reaches, was closed yesterday and freight for O.-W. R. & N. steamers was ordered delivered on the upper dock. The rising waters were close enough to the deck of the dock so they splashed through when disturbed by passing steamers.

The Willamette was reported yesterday to have fallen at all points except Portland, the gain here for 24 hours being seven-tenths of a foot and the stage was 13.2 feet above zero at 8 o'clock in the morning. Gains were recorded on the Snake and Columbia, the most being 2.2 feet at The Dalles, making the stage 20.4 feet above zero and 40 feet registers the official flood stage there, while the flood stage at Portland is 15 feet, which the Weather Bureau says will be attained Tuesday.

The Weather Bureau forecast is that 13.8 feet will be the stage above zero today and 14.4 feet will be registered to morrow.

Th 15-foot flood does not mean that a real flood is on, as the lowest part of Front street, in the main district, extends from Ash to Stark streets and a depth of 25.9 feet above zero is necessary to reach that thoroughfare.

Guesses are being made as to the probabilities of high water. A year ago today the stage was 17.5 feet here and the crest of the freshet was reached July 4 and 5, the depth above zero being 23.3 feet.

Bandon Shipyard Bought.

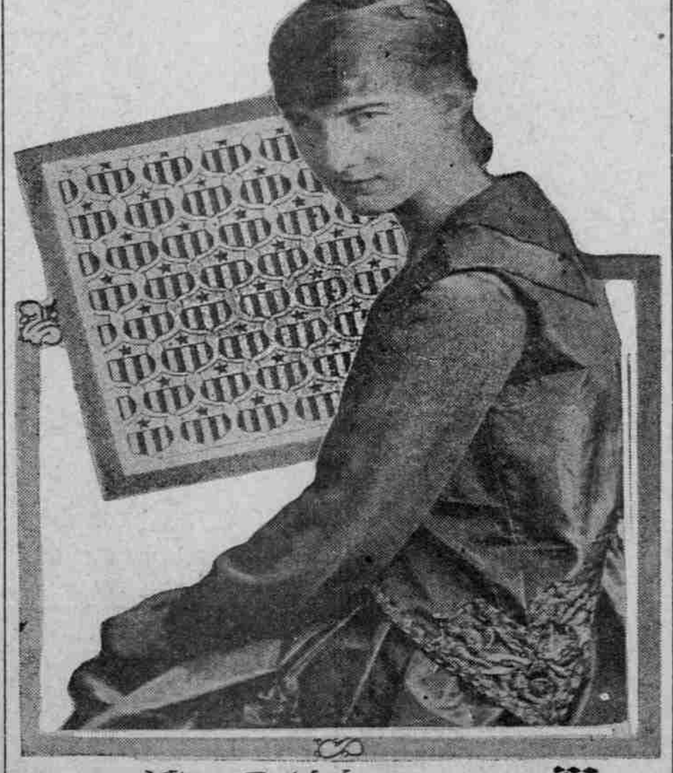
BANDON, Or., May 12.—(Special.)—J. R. Cunningham, an attorney, of San Francisco, yesterday closed a deal for the purchase of the local shipyard for a consideration of $12,500. The purchase was made for a newly-incorporated shipbuilding company of San Francisco, which will commence to construct two vessels within the next 60 days, the vessels to be for their own use on the Coquille River. The new industry will employ between 75 and 100 men. It is being revived through the activity of the New Era Club, an organization of local business men.

Marconi Wireless Reports.

(All positions reported at 8 P. M., May 12, unless otherwise indicated.)

ADELINE SMITH, Marshfield for San Francisco, 32 miles south of Coos Bay.

PORTLAND GIRL CHRISTENS AUXILIARY SCHOONER BUILT AT ASTORIA THAT IS OWNED IN CHRISTIANIA.



Miss Ruth Lange PHOTO BY PEASLEYS

More than 500 persons gathered a t the McEachern Ship Company's yard, Astoria, Monday, when the auxiliary schooner Astri, built for the fleet of A. O. Andersen & Co., and sold recently to Kluver & Co., of Christiania, took the water. Miss Ruth Lange, daughter of Mr. and Mrs. Harold Lange, of 704 East Burnside street, was sponsor for the vessel. The Astri is the first of the Andersen fleet disposed of and she is the third ship launched at the McEachern yard. In general she is like the Astoria and Margaret, and represents the latest in equipment and construction for that type of ship. She will be ready for service shortly, and Captain Larsen, who will sail her, has arrived from the Scandinavian zone to look after her outfitting.

PORT'S CHANCE BIG

Publicly Owned and Operated Ship Lines Urged.

BETTER FACILITIES NEEDED

Measures on June Ballot Proposed to Build Up City's Seaborne Commerce Should Be Passed, Says S. E. Holcomb.

PORTLAND, May 12.—(To the Editor.)—In reference to the much-agitated question of establishing a line of steamers to serve the interests of this port, I hav been browsing around considerably, getting information to satisfy myself as to which is best—to have a line of steamers owned and operated by the Port of Portland for the interest of the shippers of the port, or to have a line of steamers owned and controlled by private interests—and I have come to the conclusion that to get the best results the steamers should be owned and operated by the Port of Portland itself. To go into details somewhat, I will say that there were three different measures recommended by the transportation and commerce bureau of the Chamber of Commerce and turned over to the legislative and taxation bureau for final enactment. One of these measures was a law enlarging the powers of the Port of Portland, authorizing the port to buy and sell steamers, charter boats, etc., and establish a line of steamers to serve the interests of this port.

Another measure was a constitutional amendment, which has to be voted on favorably by the people at the June election before it becomes a law, giving the Port of Portland authority to subsidize steamship lines, either local lines on the Columbia and Willamette rivers or lines elsewhere, to Alaska, Oriental or South American ports.

There is also a measure proposed by the Dock Commission authorizing the sale of bonds to the extent of $3,000,000 to enlarge docks, build grain elevators, etc., which has to be voted on favorably to become effective.

Support of Measures Urged.

These three measures were all intended to be taken as a whole and should be supported. I find that the only measure that is receiving any publicity and the only one that has any indorsement of any public body so far is the one authorizing the Dock Commission to build additional docks and grain elevators, and the law which I claim is the most important of the three, giving the Port of Portland enlarged powers and the right to acquire and operate a steamship line, was passed on the basis of one-third of one per cent of the taxable value of the district only and will raise about $1,000,000, which is entirely inadequate for the purchase and installation of enough boats to make the line successful.

In gathering facts in interviewing shippers, I find that nearly all recognize the importance and vital necessity of a coast-to-coast line being established both to the city of Portland and to the state, but many persons feel that the line should be owned by private interests, while a great many others are strongly in favor of being owned by the port itself. Those that are in favor of the line being owned by private interests are up against this proposition: that there are no practical men of wealth who have made their money in ocean transportation and who will put up their money to establish such a line, and as such a line, if organized, would be run for profit for its stockholders instead of the interests of this port, it will not bring the best results. There is nothing to hold a privately-owned line to Portland as long as steamship men can make more money elsewhere, as the present situation proves. Both the Grace line and the American-Hawaiian line pulled out when charters were more favorable elsewhere, and the result is that we have no coast-to-coast ships serving this port at all.

Navigation Barriers Removed.

I am firmly convinced that a publicly owned ship line is the only weapon this port can use to bring back its supremacy as a port. There is no use threshing over old straw to account for the fact that Portland shipping is decreasing, while other Coast ports are increasing largely.

In my opinion the controlling factor is that before the bar was dredged to allow large boats to enter the river safely the Union Pacific line thought it to its advantage to establish steamer connections with Seattle to get their share of the through traffic which Seattle's shipping facilities gave, and threw Portland over as a home port. The fact that Portland shippers at that time did not give the Union Pacific boats the support that they ought, and only gave the Union Pacific boats the business when they could not do better elsewhere was a mistake that Portland shippers have paid dearly for.

Now that the Columbia River bar has been dredged so that there is plenty of water there, there is no reason on earth except the apathy and divided interests of some of the larger shippers in Portland that will prevent Portland from coming into its own as a port. There is absolutely no question but what Portland is most advantageously situated, both as a fresh-water port and from an economical shipping standpoint. There is no good reason why ships should pass the mouth of the Columbia River and go 300 or 400 miles farther north to load wheat when they can come to Portland, or Astoria, and get cargo that has the benefit of a water-level grade. There is, in my opinion, no reason except an artificial rate structure against Portland that is not made from the cost of haul, but from the combination of railroad interests, that will prevent Portland from becoming the New York of the Pacific Coast.

Port's Advantages Great.

Before digging the Erie Canal, in New York state, New York and Boston were about on a parity, and the small difference in the cost of haul that the Erie Canal gave to New York City established New York as the leading city on the Eastern coast. Portland is much more advantageously situated as to its competitors than New York City was on the Eastern coast, now that the work of dredging the bar and the Columbia River has been accomplished, and all that is necessary to bring this result about is co-operation and unity of effort.

There are some who object to the Port of Portland building ships for a boat line who are in favor of the Port of Portland owning its own ships, and I have no doubt but what private shipbuilding corporations, either now in existence or that can be organized, will be willing to build ships and turn them over to the Port of Portland at a profit of not to exceed 10 per cent, the same as they do for the National Government, and thus enable the port to obtain her ships at a reasonable price. The National Government has spent something like $400,000,000 in building the Panama Canal; $25,000,000 to $30,000,000 for dredging the bar, building the canal at Celilo, Cascade Locks, etc., and all that is needed now to make all these investments pay is the establishment of necessary steamers.

There is not a laboring man in the town who owns his own home who would not be benefited 10 times as much as the little extra taxes he would have to pay to establish these lines. There is not a business man in town who would not be benefited 10 times more than the extra taxes by the saving he would make in freight alone. There is not a lumber manufacturer in Portland or on the Columbia River who would not be benefited 100 times as much by the saving in freight as their extra taxes would amount to.

I think the following facts will be generally admitted:

First, That the interstate Commerce Commission will recognize in the future more than in the past the justice of the claim of interior points for lower rates by rail than to terminal points.

Second, That seaports will have to take advantage of water transportation to enable their jobbers to get back into the interior.

Third, That after the present world-wide war is over there will be a large development of water transportation through the Panama Canal, coastwise and with South America and Oriental countries, and that the cities that prepare themselves for this development first will get a decided advantage over their competitors.

The powers conferred on the Port of Portland by the bill already passed are ample, and all that is needed to make it completely succesful is authority to sell sufficient bonds to pay for the acquiring of the necessary boats, and to get this authority, it will be necessary to have the Governor call a special session of the Legislature. The publicity alone of calling a special session of the Legislature for this purpose would be a good thing and advertise to the world that we had faith in our own harbor, and would be a big benefit in helping to get contracts from the Government for the building of wooden ships, and the saving in freight alone to the producers of the Northwest would be more every month than the cost of calling a special session.

Trade Would Develop Fast.

If the Port of Portland will organize itself along the lines of operating Portland-owned steamers to take care of productions of the territory naturally tributary to Portland to be run at cost; to subsidize where thought advantageous Oriental, South American and Alaska lines with a competent traffic manager at their head to establish the necessary connections with the proper rates, with the policy especially in view of maintaining favorable rates on raw materials needed by our manufacturers, all kinds of business in this territory would develop to such an extent that the unholy combination of railroad interests would be broken, that the O.-W. R. & N. could then well afford to work for the interest of Portland; the S. P. & S. for the interest of Astoria, with the result that the present stagnation, owing to the inability of manufacturers and producers to make deliveries except at an exorbitant rate would son change to increased business in all lines.

San Francisco is awakening to the necessity of a line of steamers to the eastern coast for the benefit of her commerce, and Seattle has been awake for some time, and unless we get busy along these lines, and in the near future at that, we will be so badly handicapped that we can never expect to recover.

I for one believe that Portland's location is such that if the Port of Portland adopts and carries out plans along these lines there is absolutely no question as to its success, and I will end this somewhat lengthy epistle by the following recent quotation from Herbert Kaufman:

"A city was never built, an empire never founded, an industry never ruled, a fortune never amassed, a reputation never established nor a project ever completed by a man with a sharper ear for doubt than for confidence. Half the estimates of pessimism are wrong. Faith is an inveterate conqueror."

Multnomah Trunk & Bag Co., per S. E. Holcomb.

LUMBER BUYING HEAVY

GRAYS HARBOR SHIPMENTS ARE INCREASED 30 PER CENT.

Australia and Hawaii Are Largest Offshore Buyers—South American Trade Drops Off.

ABERDEEN, Wash., May 12.—(Special.)—A 30 per cent increase is shown in cargo lumber shipments from Grays Harbor for the past four months over shipments for the same months of 1916. In the past four months 124,481,000 feet of lumber has been dispatched from this port by water. The number of vessels clearing was 163 during the past four months, as against 131 for the same months last year.

Foreign and coastwise shipments both shared in the increase. Orders for both offshore and California ports are heavy, and would be much heavier were the tonnage available for transporting the cargoes. Australia has been the heaviest offshore buyer of Grays Harbor in late months, and the Hawaiian Islands ranked second. Few cargoes have gone to South American ports and to Mexico, prior to the war the heaviest foreign buyers of Harbor lumber.

Rail shipments, despite the car shortage, are heavy, and home consumption of lumber is at its highest mark now, due to the great shipbuilding boom in progress here and to awakening interest in building activities.

LIGHTVESSEL IS MOTORSHIP

No. 50 Sails This Week as San Cosmo, of Mexican Merchant Marine.

What remains of Lightvessel No. 50, now the full motorship San Cosmo, is to leave Supple's Belmont-street yard Tuesday for San Francisco to load for the West Coast. She will fly the Mexican emblem.

For months the vessel has been under reconstruction here and had it not been for delay in the arrival of machinery she would have been in active service weeks ago. No. 50 had been on the retired list about five years when sold by the Government and some of the old gear was removed from the vessel. With the keen demand for tonnage after the European war began she was selected for rehabilitation and today little resembles the old lightvessel, being built up, passenger accommodations added, and alterations made on the "topside" that have changed her into a much different vessel, though the odd build of the hull is not disguised.

Engineer Goes to Eureka.

C. M. Cram, for several years connected with jetty work at the mouth of the Columbia and assistant engineer in charge for a time of the south jetty, and during all of the north jetty construction, has been transferred to Eureka, Cal., under Colonel Burr, Corps of Engineers, U. S. A., in charge of California projects. Assistant Engineer Whittimore, who was at Eureka, has been called into service with one of the new regiments of the Corps of Engineers, and his work will be taken up by Mr. Cram.

Except for a small force necessary to lay up the north jetty plant, most of the men have left, the last rock being dumped there during the past week. As far as possible men in the service for lengthy periods have been assigned other employment in the district, but only a comparatively few could be provided for.

GRAVING DOCK BUILT

Kiernan & Kern Yard Prepares to Meet High Water.

FIRST KEEL IS BEING LAID

Greater Part of Equipment Is in Place and Record in Speed Expected to Be Made in Turning Out Commercial Vessels.

Providing a basin in which to construct a ship, the plan being really for a temporary graving dock, is under way at the Mill-street yard of the Kiernan & Kern Shipbuilding Company. The first set of ways there lies in a deep cut, having been graded in a steep bank, and across the lower end, just where the launching ways start, a dam of heavy timber and piling is being put in and that will be strengthened with an earth fill.

I. N. Day, superintendent of the yard, is father of the scheme, and it has been developed from a study of precautions against delay in ship work by the annual freshet. At each side the supports of the dam and main timbering are carried into the bank, so is securely tied, and between the banks will be protected by sheathing and earth, so it is estimated there will be hardly any seepage. Means of carrying that off is also provided.

Several yards may be hampered somewhat by extreme high water, but all are not located such as is the Kiernan & Kern plant; also they have more than one set of ways, so any dam system would be decidedly more elaborate and expensive. With the dam keeping the water away from the vessel, the keel of which is now being laid, the company will be safe under ordinary circumstances.

Immense masts have been rigged in the yard, to which booms will be affixed, and heavy timbers for the ships can be swung from one point to another with speed and ease. Office, toolhouse and such structures are up, the saw shed is finished and cutting started there, while compressors are being installed for power tools, a special planer is provided, donkey engines are in action, so preparations are about finished for pushing the pioneer vessel there.

The company is not concerned with future Government contracts, being bent on going ahead on commercial business, so the yard system is permanent and indications are some new wrinkles will be demonstrated in rapid construction.

Marine Notes.

Rivermen on Friday attended the funeral of William Robding, for about 20 years foreman on the ways at Supple's yard. The interment was at the Rose City Cemetery. Until the latter part of 1916 Mr. Robding was employed at the yard, but with his sons, Chris, William, John and Henry, taking up shipwork, he retired to a ranch near Rainier, where he was taken sick recently. Mrs. Robding and two daughters survive him.

A. Reimann, manager of A. O. Andersen & Co.'s affairs here and other parts of the United States, has returned to the city after having passed several weeks at New York and Washington. Mr. Reimann was interested in the consideration being given to the building of wooden ships by the Federal Shipping Board, but said no definite contracts had been awarded when he started for home.

Work of building an upper deck on the gasoline schooner Tillamook, also other changes to fit her for the Prince Rupert-Alaska trade, has been finished at Supple's yard, and she will load today at the American Can Company's for the North. The vessel formerly was in the Elmore fleet and was purchased a few weeks ago by the Grand Trunk Pacific Railroad.

Undergoing machinery repairs, the gasoline schooner Patsy, of the Elmore line, is at Supple's yard. A force from there will start work tomorrow on caulking the deck and top side of the schooner W. H. Marston.

Captain Swain has arrived from San Francisco to accept the berth of master of the bark Arnoldus Vinnen, which the Government took over from German owners recently. The vessel is on the Port of Portland drydock, and Captain W. C. McNaught, in charge of overhauling, says a few plates will be changed and rudder repairs made before she is floated. The Kurt, first of the vessels taken, is to be ready for service in a week and repairs are yet under way to the hull of the Dalbek on the Oregon drydock.

U. S. Naval Radio Reports.

PROVIDENTIAL, Port Townsend for San Francisco, 240 miles north of San Francisco, at 8 P. M.

KLAMATH, San Pedro, for San Francisco, off Point Sur.

WAHKEENA, Tacoma for San Pedro, 45 miles south of Point Sarena.

MULTNOMAH, Bellingham, for San Francisco, 22 miles north of Point Reyes.

WILLAMETTE, San Francisco, for St. Helens, 80 miles north of San Francisco.

YOSEMITE, San Francisco, for Puget Sound, 357 miles north of Blunt's Reef.

GREAT NORTHERN, San Francisco, for Flavel, 60 miles south of Blunt's Reef lightship.

BREAKWKATER, Coos Bay, for Eureka, five miles south of Coos Bay.

Columbia River Bar Report.

NORTH HEAD, May 12.—Condition of the bar at 5 P. M.: Sea smooth. Wind west, 8 miles.

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