

PORTLAND CUSTOMS DISTRICT

Port Collector Gives Interesting Data of City.

BIG BUSINESS TRANSACTED

Commerce and Resources of Columbia River Gateway Explained by Official.

An article on the Columbia river gateway by Will C. Moore, collector of the port, appeared in a recent issue of The Street, a weekly financial journal printed in New York.

Reviewing the early history of this port district, Mr. Moore gives a number of interesting and little known facts among them that this was the first customs district established on the Pacific coast.

Touching upon the present commerce and resources of the Columbia river gateway, Mr. Moore says: The country tributary to Portland has 40 per cent of the water power of the United States, 45 per cent of which is undeveloped. The largest holding of standing merchantable timber in the United States are tributary to the Columbia river.

One of the largest lumber cargoes ever floated (6,000,000 feet) was carried on the steamer Algonquin from Columbia river point, and there is more lumber shipped annually from the Columbia river than from any other port in the world.

Portland is the largest furniture manufacturing city west of the Mississippi river, and has the third largest single plant in the United States.

The market for the furniture extends to Latin-American countries. Portland is the second largest wool market in the United States, being surpassed only by Boston.

The manufacturing of woollens is rapidly increasing and promises to become one of the large industries of the city. Portland is the livestock center of the Pacific northwest, the fastest coming to the front as a dairy country.

Oregon condensed milk is exported in large quantities and is used in every civilized country in the world. Much of the wheat of the northwest is exported through this port, and in normal times Portland has ranked high among wheat-shipping ports of the United States. In the last few years large quantities of barley (much of it high-grade brewing barley) have also been exported from Portland.

The fruit industry is increasing in importance every year. Oregon-grown apples, peaches and prunes are staples in most of the world's markets.

A mountain range near Park, Idaho, is now being developed. Contracts have been made for 50,000 tons of this for shipment to Japan.

After investigating all other ports, these contracts have all been made for shipment through Portland.

Other Contracts Pending. "Other contracts are pending, and it is expected that these contracts will be materially increased in the near future."

Portland has the deepest harbor entrance on the Pacific coast, there being an excess of 42 feet of water at the very lowest stage of the tide. The government has spent \$1,000,000 at an annual average of 626 feet square at the mouth of the Columbia river, it is the only absolutely safe water harbor on the Pacific coast. These would make Portland's harbor the best and the most accessible in the world further inland and having the advantage of a water-level grade makes it possible to load and unload freight in the east and middle west in less time when shipped via the Columbia river than through any other port.

The dock commission has planned a large, complete and up-to-date terminal, which is now in completion.

Great Grain Elevator. "Included in this, in addition to extensive docks and warehouses, are a million-bushel grain elevator, large tanks for handling vegetable oils and molasses, bunkers for handling phosphoric acid and coal, and all furnished with the very latest machinery and equipment for handling any and all kinds of freight."

This is so completely equipped and so well managed, that already several records have been made in handling and dispatching cargo. "When complete there will be a berthing capacity for 16,000-foot ships at any time, and there will be served by approximately 30 miles of tracks."

This new terminal is already taxed to its utmost capacity. The improvements which will be made will provide much additional space for docks and manufacturing sites.

The contract has also been let for a large drydock, which will handle the largest vessels. Several of the shipyards are still engaged in building both steel and wooden ships."

Pacific Coast Shipping Notes.

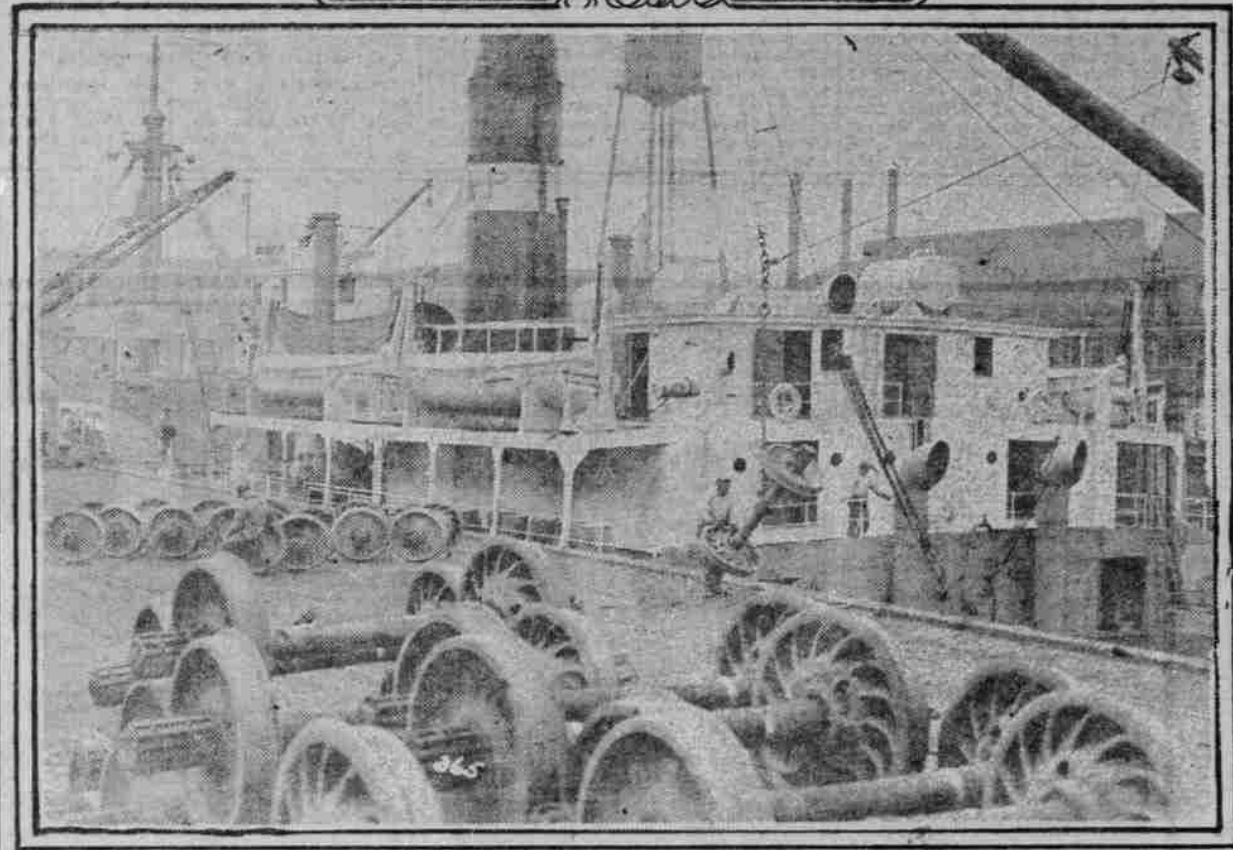
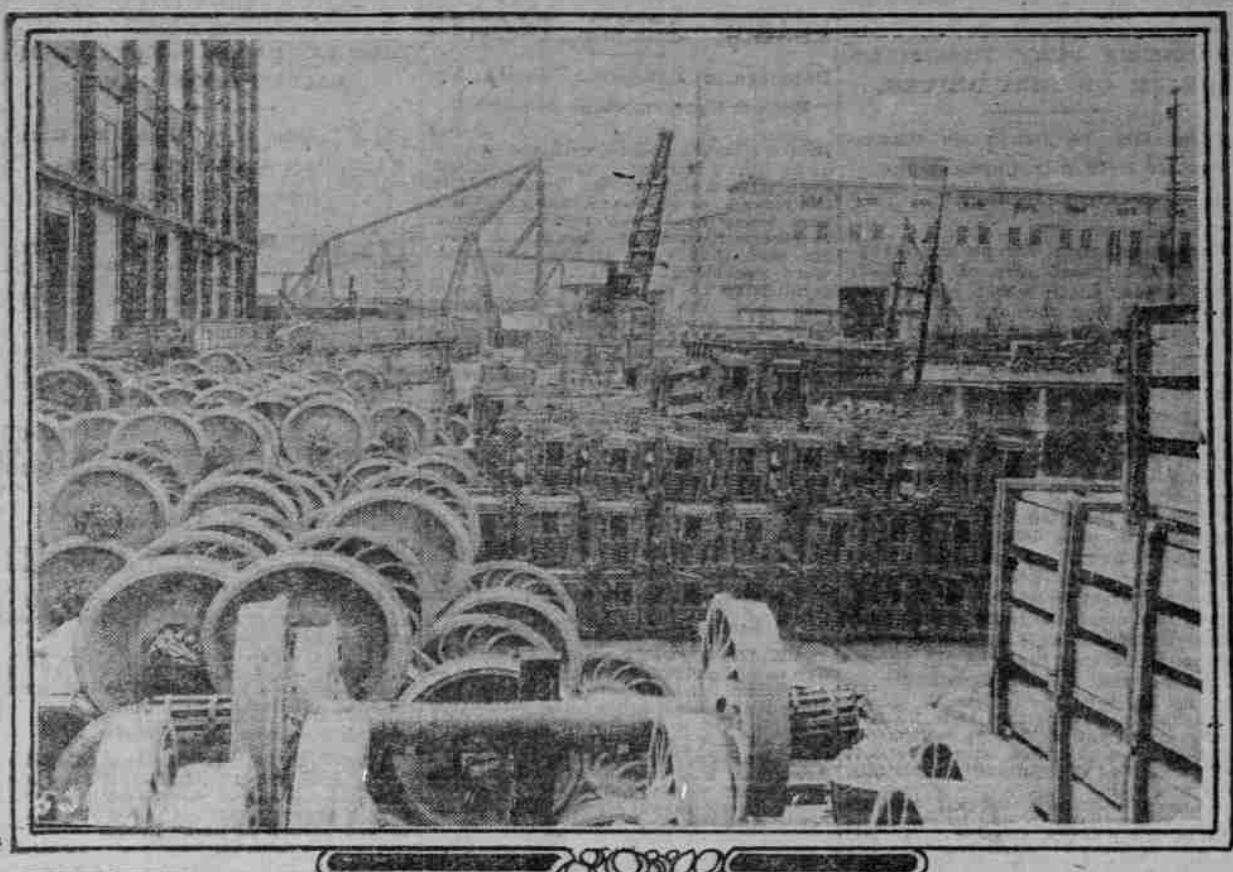
SEATTLE, Wash., Aug. 7.—(Special.)—The steamer City of Seattle, owned by the Pacific Mail Steamship company, is scheduled to sail from Seattle for Tacoma, Eastern Exporter, a Japanese-built cargo steamer, bound for Tacoma, Eastern Exporter is a sister ship of the steamer Eastern Exporter, which sailed from Seattle for Tacoma, Eastern Exporter, on August 6.

One of the steamer lumber companies' cargo-going vessels, the Algonquin, arrived at 5:30 this morning and was moored in the lower harbor. The raft will leave tomorrow for San Diego, being towed down the coast by the tug Hercules, which arrived from San Francisco at 1:10 this morning.

The schooner Kate G. Pedersen, laden with lumber for Tacoma, arrived from Portland, the Japanese steamer Hakusa, bound for Tacoma, arrived from Portland at 3:45 this afternoon for the night.

The schooner Kona, carrying lumber from Portland for Sydney, is scheduled to sail tomorrow. The schooner Daisy Gadsby, after discharging cargo here, sailed at this evening for Grays Harbor, to load lumber.

NORTH CHINA LINE'S FIRST GENERAL CARGO VESSEL LOADING STEEL FOR THE FAR EAST.



STEAMSHIP WEST NIVARIA AND DOCK SCENES AT MUNICIPAL TERMINAL NO. 1.

The vessel will return to Ocean Falls for another cargo of paper. A large part of the lumber is consigned to San Francisco newspapers.

With passengers and freight from southeastern Alaska, the steamer City of Seattle will be due in Seattle tomorrow. The vessel's cargo includes 1000 boxes of steel and iron fish and 19,000 cases of canned salmon.

PORT TOWNSEND, Wash., Aug. 7.—(Special.)—The United States shipping board Redoubt, in the service of the Pacific Steamship company, arrived here from Manila, bringing only a few hundred tons of freight. Reports brought by the Redoubt are to the effect that there is a decided slump in freight offerings in the eastern Pacific coast ports.

The Japanese shippers refuse to patronize United States steamers, it being understood that secret boycott is in practice. After passing quarantine, the Redoubt proceeded to Seattle, where she will load cargo.

Coming from Newport News from which port she brought a cargo of coal for San Pedro, the steamer Eastern Victoria arrived this evening, proceeding to Seattle where she will load outward. She came from San Pedro without cargo.

By route from the west coast via San Francisco, the W. R. Grace steamer Santa Flavia is due today, bringing shipments of copper for delivery at the Tacoma smelter.

When the United States training ship Brookdale arrives tomorrow, from Honolulu via San Francisco, the ship will be in command of Captain Thos. H. McMillan, sailed today for Europe via New York.

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GRAYS HARBOR, Wash., Aug. 7.—(Special.)—The freighter Eastern Guide, of 8800 tons, will arrive at Grays Harbor, after discharging a cargo of nearly 3,000,000 feet of lumber.

GROUNDED YACHT FLOATED

VICTORIA SUFFERS NO SERIOUS DAMAGE.

Vessel Recently Chartered by Sir Thomas Lipton to Resume Cruise in About a Week.

YORK, Me., Aug. 7.—The steam yacht Victoria, which struck on York ledges, four miles south of here, in a fog today, was floated a few hours later and towed to Portsmouth, N. H., where an examination disclosed repairs could be made within a week.

Aboard the yacht, which was chartered last month by Sir Thomas Lipton for the America's cup races, were her owner, Arthur Meeker of Chicago, vice-president of Armour & Co., his wife and friends. Both passengers and crew of 26 were taken ashore. It is the intention of Mr. Meeker to continue the cruise after repairs are made.

The Victoria left New York last Monday and Sir Thomas Lipton surrendered his charter and was bound for Quebec and Montreal. As the power had been cut off and the yacht is protected by double bottoms, the damage was not serious, when she struck, the pumps quickly disposing of water taken in from leaks. There was no excitement aboard.

FIGURES SHOW DISCREPANCY

Five Boats Declared Charged to Run When but Two Operate.

TACOMA, Wash., Aug. 7.—(Special.)—Figures filed with the public service commission by the Puget Sound Navigation company charge five boats to the Tacoma-Seattle run, but two are operated. This fact was brought out in an investigation being made by the city in the transportation company's affairs. The probe resulted over the increase in the rent of the municipal docks to the company from \$500 monthly to 2 1/2 cents per passenger. Joshua Green, president of the company, protested and said that he would build a dock of his own because the price would be prohibitive.

The figures disclose that the steamer Tacoma, Indianopolis, Calipewawa, Washington and Inouqua are charged against the run, although no more than two boats are in route.

VESSEL LOSES PROPELLER

Steamer Lurline Goes to Aid of Craft in Distress.

SAN FRANCISCO, Aug. 7.—Wireless messages received here today said the Matson Steamship company steamer, Enterprise, bound from Hilo, T. H., for San Francisco with passengers and freight, dropped her propeller 165 miles from here.

Another Matson steamer, the Lurline, at the word of the Enterprise and will stand by until the tug Tatosoh, sent from here today, arrives to help her in San Francisco. The Enterprise has 50 passengers, 48 members in the crew and a heavy cargo of pineapples and sugar.

Disabled Submarine Picked Up. SAN FRANCISCO, Aug. 7.—The submarine I-6, her engines disabled and batteries so low that no progress could be made, was picked up today by the navy supply ship Calico, 50 miles off Santa Cruz, according to a wireless message received today at 12th naval district headquarters.

U. S. Naval Radio Reports.

(All positions reported at 8 P. M. yesterday unless otherwise indicated.)

QUABBIN, Richmond for Seattle, 440 miles north of San Francisco. SANTA FLAVIA, San Francisco for Tacoma, 140 miles from Seattle. BROADDALE, San Francisco for Seattle, 140 miles from Seattle. ADMIRAL FAIRBANKS, San Francisco for Seattle, 140 miles from Seattle. TUG STORM KING, with dry dock pontoon, 140 miles from Seattle. ADMIRAL FAIRBANKS, San Francisco for Seattle, 140 miles from Seattle. ADMIRAL FAIRBANKS, San Francisco for Seattle, 140 miles from Seattle.

Movements of Vessels.

PORTLAND, Aug. 7.—Arrived at 11 P. M., steamer P. H. Buck, from Monterey. Sailed at 3 P. M., steamer Multnomah, for St. Helena, for San Pedro via San Francisco. Sailed at 1 P. M., steamer Agnia, for Europe. Sailed at 5 P. M., steamer City of Tokela, for San Francisco via Europe and Cape Horn. Sailed at 10 P. M., steamer Eastern Ocean, for Ensenada, for southeastern Alaska.

ANTOFAGASTA, Aug. 4.—Arrived—Harge Acapulco, from Columbia river.

SAN FRANCISCO, Aug. 7.—Arrived at 5 A. M., steamer Daisy Freeman, from Portland.

SEATTLE, Wash., Aug. 7.—Arrived—Endicott, from Manila; Horace X. Baxter and Richmond, from San Pedro; Eastern Victoria, from Newport News; San Diego and San Francisco, departed—Governor, from San Pedro; Eastern Exporter, for California, via San Francisco; Richmond, for Port San Luis; Santa Ana, for southeastern Alaska.

TACOMA, Wash., Aug. 7.—Arrived—Steamer Quada, from Britannia; Arabia, from Alaska ports; Araba, from Victoria; Phoenix, from Grays Harbor, for New York; Gray, for British Columbia ports.

SAN FRANCISCO, Aug. 7.—Arrived—Steamer Willamette, from Everett; Daisy Freeman, from Astoria; Phoenix, from Grays Harbor, for New York; Gray, for British Columbia ports.

SAN PEDRO, Aug. 7.—Sailed—Horton, Mass., Aug. 7.—Sailed—Springfield, for San Francisco and Portland.

SAN PEDRO, CAL., Aug. 7.—(Special.)—The steamer City of Para, en route to Mexico ports, arrived this morning from San Francisco with 27 deportees on board.

Port Calendar.

Table with columns: To Arrive at Portland, From, Date, and Depart From Portland, For, Date.

Films Cause Fire at Rainier.

RAINIER, Or., Aug. 7.—(Special.)—Two reels of film were burned at the Grand theater here last evening while the show was in operation. It was the second show and the crowd was small, otherwise there would likely have been a fatal panic. The blaze got beyond control and the fire department flooded the building with water before the fire was extinguished.

Large advertisement for Pabst beer. Features a bottle of Pabst Milwaukee Beer and a glass. Text includes 'The Smile Worth While', 'The Drink of Quality', and 'Lang-Jones & Co. Distributors'.

War Books Given State. 6000 Technical Volumes From Camps to Be Distributed. SALEM, Or., Aug. 7.—(Special.)—Miss Cornelia Marvin, state librarian, has received from the American Library association war library service, notice that 1000 technical books have been started on their way to Oregon as the second installment of an appropriation of 6000 to be distributed in Oregon. These are books that were used in war camps and deal with all engineering subjects.

Advertisement for dental services. Text includes 'It Isn't Necessarily the Right Road Because It Is Well Beaten' and 'HESITATE a long time before consenting to the extraction of sound teeth or teeth that may be made sound by proper diagnosis and treatment.'

Advertisement for Electro Painless Dentists. Text includes 'Year in and year out I am striving to give you better and better service and do it for less money. TODAY I am better equipped, better prepared in all dental branches, to satisfy your wants. TODAY I can do better work than ever before and for less money than anywhere else in the city. TODAY I can give you a written insurance that my work will stand up, and be made out of the best material money can buy.'