ENGLAND FOSTERS GROWING OF HOPS

Prohibition and War Reduce Big Industry in Oregon.

FIELDS ARE ON DECLINE

Willamette Farmers Are Original Cultivators in State, Planting First Crop 50 Years Ago.

England is now making every effort to encourage hop growing, while the fields of the United States are being plowed up and the industry discouraged by advocates of prohibition and reformation, according to Henry L. Bents of Aurora, Or., in an article he has prepared on "Hop Culture."

Hop growing in the Willamette valley was begun almost a half-century ago, when a few farmers obtained some plants from F. Meeker of Puyallup, Wash., according to Mr. Bents. From this start the industry grew until the valley produced more than 3,000,000 pounds of hops each year.

Fortunes Made in Hops.

"Fortunes have been made in the growing of hops and large sums have been lost," said Mr. Bents. "I remember the high-price year of 1882, when growers were offered as high as $1.15 a pound for their product. Growers were liberal spenders. An acre of hops was about $1500 at that price, the profit was immense, but the acreage was not large. Then came a period when the price was as low as 6 or 8 cents. During the low-price years you always could spot a grower because of his gloom.

"Several years ago a crisis arose. Prohibition was sweeping the country. The people had not the time to judge between the American saloon, as then conducted, and the mild brew, healthy and innocent, made from the fine Oregon hops, and so the new cult (prohibition) fell upon the just and the unjust alike.

"In addition to prohibition in the United States, the war operations in Europe blocked transportation of hops to the foreign markets. During the fall of 1918 hops could not be moved and had to be stored. Growers who harvested the 1918 crop certainly lacked good judgment. Such growers would not admit and even denied any connection with hop-growing.

Industry Wanes in Oregon.

"When the war ended the hop industry of Oregon only amounted to a fraction of what it had been, and the output of 1919 was only 35,000 bales.

"We have turned over to England the handling of our hop crop. She is now profiting because of our prohibition tendencies. We have so-called laws that prevent the manufacture of a healthy, wholesome, non-intoxicating beverage, but apparently wink at the wholesale importation of strong, intoxicating liquor from Canada, Mexico and every other part of the globe.

"Our laws prevent the poor from satisfying their desire for a mild beverage, but allow anyone with the price to get all the imported brands and moonshine he wants. Even the colleges and the schools are not now immune, for anyone, having the price and willing to take a chance, can get it now.

"England is now making every effort to build up her depleted yards so that she will supply all requirements. To this end she is guaranteeing her hopgrowers at least 42 cents a pound and has placed an embargo on all foreign hops so that none can be imported until all grown by English growers is sold. Fine—for England."

BONDS SPECIAL LIABILITY

Washington Court Rules Status of Road Issues.

OLYMPIA, Wash., Jan. 7.—Bonds issued under the Donohue road act as it now exists are not general county liabilities, but are special improvement bonds payable out of special improvement funds, the state supreme court ruled today in the rehearing on the action brought by W. F. Hardin and others against the Klickitat county commissioners.

To make the bonds a direct and primary obligation of the county would mean that most of the counties in the state would be far in excess of their limitation of indebtedness and the bonds would become void, the opinion added. However, it held that the assessed value of the property must be used as the basis for apportioning assessments and not the actual value, which the plaintiffs contended was correct. The decision today affirms the Klickitat county superior court.

Port Calendar.

To Arrive at Portland.

Steamer—	From—	Due.
Henriette (sch.)	Monterey	Jan. 8
Atlas	San Fran	Jan. 8
Daisy Matthews	San Fran	Jan. 9
Willpola	New York	Jan. 9
Steel Seafarer	Seattle	Jan. 9
Julia Luckenbach	New York	Jan. 10
City of Vancouver	Vancouver	Jan. 10
Cape Romain	New York	Jan. 12
*Senator	San Diego	Jan. 12
Lehigh	Seattle	Jan. 13
Holland Maru	Japan	Jan. 14
Karonga	Seattle	Jan. 14
Chattanooga City	Seattle	Jan. 14
West Notus	San Fran	Jan. 15
Heiman Maru	Japan	Jan. 13
Borgland (m. s.)	Christiania	Jan. 15
Edmore	Manila	Jan. 16
Moordyk	Seattle	Jan. 16
*Admiral Rodman	Seattle	Jan. 16
Meridan	Seattle	Jan. 17
Syahna	Galveston	Jan. 18
Th. Roosevelt (m. s)	Antwerp	Jan. 18
Edgar Luckenbach	New York	Jan. 20
West Calera	Eureka	Jan. 20
Nagonset	New York	Jan. 20
Fuku Maru	Orient	Jan. 20
Tricolor	San Fran	Jan. 21
Hattie Luckenbach	New Orleans	Jan 24
Hewick Hall	Orient	Jan. 25
Kathlescott (M. S.)	New York	Jan. 25
Colusa	San Fran	Jan. 27
Harry Luckenbach	New York	Jan. 30
Steel Mariner	New York	Jan. 30
H. B. Grove	New York	Jan. 30
Rakuyo Maru	Orient	Jan. 30

To Depart From Portland.

Steamer—	For—	Date.
Tenpaisan Maru	Japan	Jan. 9
Hannawa	Orient	Jan. 9
*Multnomah	San Fran	Jan. 10
*Senator	San Diego	Jan. 14
Lehigh	Boston	Jan. 14
West Keats	Orient	Jan. 17
*Admiral Rodman	S. F.-way	Jan. 18

Vessels in Port.

Steamer—	Berth—
Daisy Putnam	Couch-street dock.
Brazil Maru	Columbia dock.
England Maru	Montgomery dock.
Hedda Nielsen	Astoria.
Hannawa	Inman-Poulsen mill.
Kokuku Maru	Elevator dock.
Kiso Maru	Harvey dock.
Minkanaw Maru	St. Helens.
Las Vegas	Terminal No. 1.
Margaret Coughian	S. P. siding.
Mississippi	North Bank dock.
Matsuyo	Pac. Oil mills.
*Multnomah	Westport.
Oregon Fir (sch.)	Clark-Wilson mill.
Oregon Pine (sch.)	Harvey dock.
Portland Maru	Globe mills.
Siskiyou	S. P. siding.
Tiverton	Albers dock.
Tenpaisan Maru	Terminal No. 4.
Undaunted (sch.)	Peninsula mill.
West Keats	Inman-Poulsen mill.

*Carries passengers.

PORT OF PORTLAND SPENDS $1,500,000 ON IMPROVEMENTS

Plans for New Year to Cover Preliminary Development on West Swan Island Channel.

BY FRANK M. WARREN.
President Port of Portland Commission.

THE Port of Portland is desirous of having the public fully informed as to progress which is being made toward the permanent development of the channel from Portland to the sea. The lack of familiarity with physical aspects on the part of the average citizen makes it difficult to recite details in such a way that they may be clearly understood. If we could picture the development as affecting a thoroughfare like Washington street, which is familiar to all, it would be easy to describe conditions so that they could be readily visualized.

The work of the port has been confined not only to the Willamette river and to the harbor, but has also extended to the Columbia in connection with the United States engineers and as far down as upper Martin's bar, which is about 36 miles from the steel bridge.

This territory is made up in detail of the harbor proper, which extends from the head of navigation at Ross island to below terminal No. 4 at St. Johns, Postoffice bar in the Willamette, which is located at the head of Sauvie's island; Gillihan's bar, a little to the eastward and about one and one-quarter miles above the mouth of the Willamette; the bar at the confluence of the Willamette with the Columbia, Morgan's bar in the Columbia immediately below the mouth of the Willamette, Willow bar, lying between Reeders and Knapps and which is the crossing from the Oregon to the Washington side; Fales bar, on the Washington side about three miles below Knapps; Henrici bar, which is the crossing from the Washington side back to the Oregon side and about five miles above St. Helens; St. Helens bar, abreast of St. Helens, and upper Martin's bar, about eight miles below St. Helens and four miles above Kalama.

Legislature Grants Powers.

When the port appeared before the people in the fall of 1920 a statement was made that unless additional powers were granted they would be unable to cope with the situation and could not hope to keep the river open in such a way as would meet the best needs of the port. The powers were not granted under the initiative measure which was before the people, but were secured from the legislature and the money was made available immediately after its adjournment. The delay in securing funds was of course a handicap and the port was further penalized in time by accidents to its equipment and by other unfortunate combinations of circumstances.

The dredge Willamette was sunk and out of commission for practically the first six months of the year. The dredge Tualatin was out of commission for nearly five months through an accident to its reducing gears and the entire dredge programme was handicapped by the closing down of the lumber mills and the inability to secure an adequate amount of hog fuel. But, notwithstanding these handicaps before the annual freshet in the Columbia, the port was able to complete the major porzion of the dredging from the channel abreast of the Peninsula Lumber company, to make the fill for the vegetable oil works and the Willamette Iron and Steel company's new plant by the removing of debris from the habor abreast of these locations, to complete the channel to the Inman-Poulsen mill from Hawthorne-street bridge and to make the excavation for the new dry dock the spoils from which were deposited on land owned by the port and which is now being used for dock shops and storage yards and at the same time that this work was going on contracts were let for the driving of the core piling for dykes in connection with the North Portland harbor improvement, which had been authorized by the legislature and which the port had expressed itself as being doubtful as to its ability to complete this year, but which it desired to take care of at the earliest possible date.

Dyke Work Undertaken.

Just as soon as the freshet had subsided and even before it had reached the level at which dredging was deemed practical in the Columbia, the port's equipment, which was then practically all in shape and which had been augmented by the completion of the new dredge Columbia, was moved into the Columbia river and operated on the bars previously mentioned, i. e., mouth of Willamette, Morgan's, Willow, Fales and Henrici, St. Helens and upper Martins.

Under agreement with the United States engineers, the port's co-operative work was to approximate four dredge months, any excess being subject to return in like work by the government within the Willamette. The operation of the port's dredges at the points named restored the bars to the full depth fully one month earlier than under normal conditions notwithstanding the fact that the freshet of this last year was much above the average height. The channel of the Columbia river as a result was maintained at the full project depth and vessels were free to come and go without any delay, except possibly for 12 hours at the mouth of the Willamette, and at the conclusion of the port's work in the Columbia the government owed the port some dredging in return.

The result of experience at the mouth of the Willamette fully convinced the port that the permanency of the channel at that point and the minimizing of maintenance dredging could be secured only by the construction of some permanent training work or dyke, and after conference with the engineer's department the port undertook at its own expense to construct a dyke extending from Long Tom island about 1200 feet into the Columbia in such a direction as was believed would stop the cross current and remove the hazard of shoaling which has heretofore existed. A study of the channel conditions after the freshet also convinced the port that it was advisable to make a new cut from Reeder's direct to Fales light over Willow bar and eliminate the turn at Knapps, as the river there showed a disposition to scour a straight channel, which was highly desirable.

Engineers to Make Improvement.

The United States engineers concurred in the port's conclusions and expressed a willingness for the port to make this improvement, but since decided to make it themselves. A study of problems by the port's engineer convinced the members of that body that the time was ripe for the completion of the necessary dykes and training works which would make more permanent and should complete the channel improvements at least as far as St. Helens. Realizing that the engineer's department had already planned dykes within the territory referred to and were desirous of constructing them as soon as funds were available, the port made the proposition to the engineers that they would waive all claims for return dredging which might be due the port from the engineer's department and would at their own expense construct the three companion dykes on the Washington side of the river abreast of Morgan's bar. These dykes were supposed to go with the dyke constructed at the mouth of the Willamette if the engineer's department would utilize the equivalent in money due the port from return dredging referred to and would add to it a sufficient sum to complete the necessary dykes on Henrici bar and also put in at Knapps a sufficient number of retaining works to stabilize the new cut agreed on at Willow bar.

The port is pleased to advise that the engineer's department viewed this suggestion favorably and have so recommended it. The port, however, has about come to the conclusion that it will offer to construct the dykes abreast of Morgan's without waiting for action on the part of the United States engineers, believing that these dykes will so minimize the maintenance costs for the coming year as to make the investment highly profitable.

Enviable Record Made.

As soon as the dredging in the Columbia made necessary by the freshet was completed the major portion of the equipment was put to work on North Portland harbor and has established there a most enviable record for efficiency, as a result of which that improvement will be fully completed and ready for use before the end of this month—a record which neither the port nor its engineers had hoped to accomplish.

In addition to the completion of the North Portland harbor the port has since the freshet completed the cleaning up the mouth of the Willamette, has widened the cut at Gillihans, has cleaned up Postoffice bar and done considerable maintenance dredging in the east Swan island channel. It has also removed a large portion of the hardpan from the inner harbor abreast of Montgomery dock, utilizing it for the protection of dykes in North Portland harbor; has also removed a major portion of the O.-W. R. & N. shoal, which is just above Swan island, and has in addition thereto done considerable other incidental maintenance work.

The grand total of material removed will approximate 7,000,000 yards, a very remarkable record for actual time employed and much in excess of any previous year's work, and this notwithstanding the lateness of the start and unfortunate accidents to equipment.

The results of the year's work have clearly demonstrated that with reasonable good fortune the Port should be able to accomplish in 1922 the removal of more yardage than was ever before thought possible to be handled by equipment of the size and character in use. The unusual record was made possible by the high state of efficiency of the dredges secured by the Port's engineer. The dredge Tualatin which never before in its history had developed within 50 per cent of its rated horsepower reached its full designed capacity which meant nearly a 100 per cent increase and one month established the phenominal record of over 600,000 cubic yards of material handled at a field cost of less than 2 cents per yard. The dredge Willamette has had its efficiency increased over 25 per cent and established a record of handling over 525,000 yards in a single month.

$1,500,000 Is Spent.

The Port has expended this year from funds raised by bond issues and from taxation for operation purposes approximately $1,500,000. Of this about $500,000 has gone into permanent equipment represented by the dredge Columbia, dry dock reconstruction, pipe lines, fuel scows, donkey scows, etc., leaving about $1,000,000 disbursed otherwise which amount included $250,000, or more expended on North Portland harbor, $40,000 spent on the dyke at the mouth of the river, the cost of operation of dry docks, the maintenance of the towing and pilotage service, which is a deficit, and the carrying of the Port's overhedd.

A neighboring port when it entered into contract for work with private parties is reported to have paid over 20 cents a yard for dredging. If this Port was charged with the moving of the 7,000,000 yards of debris at 20 cents a yard as on a private contract basis it would have cost $1,500,000 as against the net of $1,000,000, which was expended for all phases of the Port's activities, a saving of over 50 per cent. If it were charged on the basis of 15 cents or thereabouts a yard, which would be the lowest possible competitive price at which such material could be contracted for under present conditions, the Port would still have to its credit $100,000, or more above private contract comparisons, all of which goes to show that the people of this community are securing their improvement an extremely low cost.

The plans of the Port for the new year will cover preliminary development on the west Swan island channel by filling property owned by the Terminal company for their new project on a contract basis and if the plans of the Port are consummated other work will be done along this channel on a contract basis which should result in the profitable capitalizing of the Swan island purchase and the opening of the west channel at a minimum cost to the public.

The Port also hopes to complete a very considerable proportion of the internal harbor development and to further co-operate with the government in Columbia river improvement.

The increase in the size and number of ships which are coming here and which have developed a commercial record with which but one other port in the United States can compare, requires the work to be carried on with the greatest possible dispatch and we believe that the time is not far distant, in fact, much nearer than we before had reason to hope, when a permanent 32-foot channel to the sea will be an accomplished fact and the 35-foot project will be well under way.

The co-operation which is most needed at the present time is the presentation to Oregon's senators and representatives of facts and figures necessary to assist the government engineers in the securing of the $1,750,000, which they have requested for the completion of a new dredge for use in the Columbia and for permanent training works in connection with that channel.

Marine Notes.

The Admiral line steamer Admiral Evans left municipal terminal No. 2 at 4 o'clock yesterday afternoon with passengers and a full cargo of freight for San Francisco, Wilmington and San Diego.

The north China line steamer West Keats moved yesterday from the Portland flouring mills to the north dock at the Inman-Poulsen mill to continue loading for the orient. The steamer Las Vegas, of the same line, shifted from terminal No. 1 into the berth at the flouring mills dock.

The Japanese steamship Brazil Maru finished lining at the Peninsula mill yesterday and moved to the Columbia dock to start loading a cargo of wheat for Japan.

The Union Oil company's tanker Oleum departed at 2 P. M. after discharging a cargo of oil.

The steam schooner Siskiyou moved from the St. Johns Lumber company's mill to the Southern Pacific open dock at 4:30 P. M. yesterday.

The steamer Tenpaisan Maru, of the Mitsui company, is scheduled to depart for the orient from municipal terminal No. 4 at 7 o'clock tomorrow morning.

APPLE EXPORTER ON TOUR

STUDY OF DESIRES OF GROWERS BEING MADE.

Gerald Da Costa an Advocate of Greater Use of Refrigerated Space on Steamers.

HOOD RIVER, Or., Jan. 7.—(Special.)—Gerald da Costa, one of the leading exporters of northwest boxed apples, whose home office is in New York city, accompanied by L. M. Collens, traffic manager of the Elder Steel Steamship company, and C. O. Hirschberg of the Admiral line's Portland office, representative there of the Elder concern, was here yesterday interviewing apple shippers and growers.

Mr. Da Costa, who has been handling Hood River apples for more than a decade and who is now on a tour of all Pacific coast apple districts, in order that he may study, as he says, the desires of growers and shippers at first hand, is an advocate of greater development on the part of apple shippers of use of refrigerated space of steamers.

Mr. Da Costa points out that the Elder Steel Steamship company, operating three vessels between Pacific ports and Atlantic coast points, has rendered a service to shippers that has been gratifying.

Chief Engineer Is 25 Years in Lighthouse Service.

Charles Peterson of Tender Rose Has Adventurous Career.

CHARLES PETERSON, chief engineer of the lighthouse tender Rose, stationed in the Columbia river, celebrated the 25th anniversary of his entrance into the United States lighthouse service, January 3. He entered the service at Pensacola, Fla., in 1897, on the old lighthouse tender Laurel. In December of the same year he was transferred to the tender Mangrove, building in a New Jersey shipyard, and was with this vessel, through all her adventures in the Spanish-American war.

The Mangrove entered Havana harbor on the morning of February 16, 1898, in response to a call from Captain Sigsbee, commanding officer of the battleship Maine. The naval court of inquiry into the sinking of the Maine was held aboard the Mangrove, and this craft brought back to the mainland the dead and injured from the explosion which resulted in the declaration of war. The lighthouse tender was converted into a blockade ship, was under fire numerous times, participated in several engagements, and single-handed captured one of the largest prizes of the war.

After serving on the tenders Laurel and Hibiscus, Mr. Peterson was transferred January 1, 1917, to the new tender Rose, built at Seattle. On the declaration of war between this country and Germany, the navy took over the Rose and converted her into a patrol boat for duty at the mouth of the Columbia river.

Mr. Peterson enrolled in the navy in April, 1917, and served on the Rose until the fall of 1918. He was later assigned to the shipping board steamer West Compo, built here, and took her from Portland to Trieste, Austria, with a cargo of flour early in 1919.

Shortly after his return from this voyage he was released from active duty in the navy and was ordered by the lighthouse bureau to proceed to Portland to take charge of the steam engineering department of the tender Rose, which had been returned to the lighthouse service by the navy department.

TACOMA TO ENLARGE PIERS

Fill to Be Made to Increase Space for Handling Lumber Cargo.

TACOMA, Wash., Jan. 7.—(Special.)—With a view to increasing the capacity of pier No. 1 the Tacoma port commissioners have voted to employ the Tacoma Dredging company to fill in the outer end of the pier. This covers a distance of about 300 feet by 60 feet wide. The company is now doing port work and the filling can be done now at a saving to the port besides fitting this section of the pier for lumber handling. An effort will be made to secure another Star-Colby crane like the one in use at the dock.

The decision to fill came as the result of a showing that the lumber capacity of the pier has been reached. F. C. Hewson, Tacoma agent for the Luckenbach lines, stated that from an inquiry made by him and reports received the trade is extending into Porto Rico and Santo Domingo aside from the business of the eastern states. Indications are that the amount of lumber to be handled by this line alone will run into many million feet this year. This line will have two vessels here within the next few days to load for New York and the gulf.

Ship Ways to Be Built.

TOLEDO, Or., Jan. 7.—(Special.)—Oliver Altree, who has the contract for building the barges which A. D. Kearn will use in hauling the rock from Elk City to Newport for use in building the north jetty, has announced that he hopes to put in ways which may ultimately develop into a shipbuilding business for Toledo. It is understood that the Newport, which is used for transferring freight and passengers from Yaquina to Newport, will be put into dry docks for repairs as soon as possible. The Robarts, a steam tug ship, formerly used by the Miami Quarry company, is at present tied up at the Toledo dock awaiting the building of a new hull.

BRITISH NAVY TO USE FIR

British Columbia Product to Replace Oregon Pine.

VICTORIA, B. C., Jan. 7.—Douglas fir will now be used instead of Oregon pine by the British admiralty in dealing with timber orders, as a result of action taken by F. C. Wade, British Columbia agent-general in London.

Director of Navy Contracts O. R. Jenkins reports that a recent fir timber contract for the British navy was awarded a contractor who undertook that the fir should come from British Columbia.

RATES ARE CUT 30 PER CENT

Steam Schooner Operators Make Second Reduction in Month.

SAN FRANCISCO, Jan. 7.—(Special.)—Rates on northbound freight moving out of this port to Puget sound were slashed 30 per cent, at a meeting of the steam schooner operators held here today. The rate reductions go into effect tomorrow, according to Charles L. Wheeler, manager of the steamship department of the Charles R. McCormick company.

Today's reduction was the second since, December 17, when the first cut amounting to 20 per cent was made. The 20 per cent cut was met by the passenger lines, but whether or not they will be able to carry freight at the new reduction on a profitable basis is not known.

The rate applies on all freight moving from here northbound to Seattle, Tacoma and Everett. All of the steam schooner operators were present at the rate hearing, and agreed to the heavy cut.

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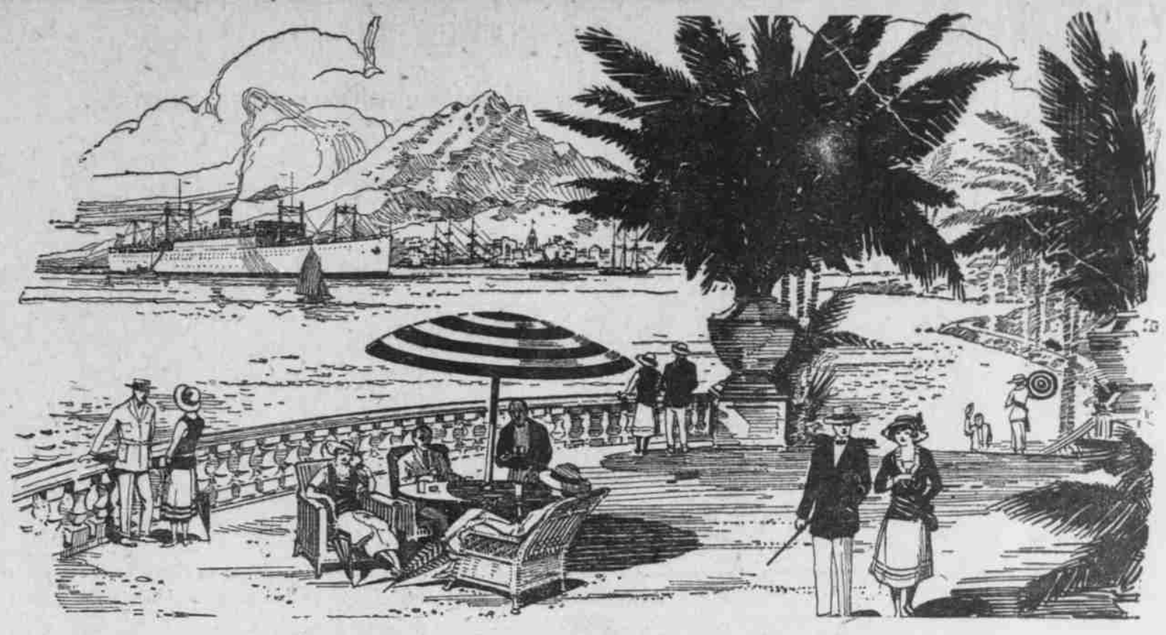

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