

# DOCKS DATA SHOW GROWTH OF PORT

## Tonnage Handled in Six-Month Period Triples.

### 204,268 TONS IS GAIN

#### Increased Volume of Trade Is Taken Care Of at Less Cost to Consignee and Shipper.

For six months ending June 30, this year, 390 vessels berthed at the four municipal terminals, handling a total of 311,552 tons of freight, whereas for the first half of 1921 there had been 150 vessels at the same berths and 107,284 tons of cargo handled. Combined revenues for the first six months of 1922 were \$252,806.54, as compared with \$193,053.81 for the corresponding months last year.

#### Significant Story Told.

The gain in the number of ships and tonnage moved tells a story, through sources rated as the most dependable indicators of the port's growth. A comparison of total revenues does not give the same relative proportion of increase, due to the fact that terminal tariffs for virtually all classes of service have been lowered, so while there has been a striking jump in the volume of trade, it has been taken care of at less cost to shipper and consignee than during preceding years.

The data is compiled from tabulations at the office of commission of public docks, which organization constructed the terminals and operated all features of them. An analysis of the records show that all terminals added to their business, but the most striking feature is that Terminal No. 1, the big development at St. Johns, where most of the foreign movement is taken care of, with 171 vessels and 153,290 tons of cargo in the last six months, did considerably more business than all of the terminals during the first six months of 1921.

At Terminal No. 1, where principally intercoastal freight is discharged and loaded, with some foreign business as well, there were 65 vessels to take care of 47,821 tons of cargo during the first half of 1921, but for the corresponding period this year the fleet numbered 141 carriers and the freight grew to 95,577 tons. At Terminal No. 2 there were 41 vessels berthed in the six-month stretch last year, freight amounting to 20,352 tons, and for the first half of this year 71 vessels were alongside and 50,785 tons moved. Terminal No. 3, which is the former pier for the lumber did no ship business for the 1921 period, while this year there were seven ships tied up in connection with which 1900 tons of freight were handled.

Special Facilities Added. At Terminal No. 4 special or additional facilities have been added as the need has arisen in conjunction with the growth of trade and Terminal No. 4, which offered adequate space for intercoastal freight and ships until the present year, a second unit is being finished that will add to the cargo space under shed, adding as well two berths for vessels of the type engaged in the deep water trade. Besides the combined freight movement at municipal terminals, private docks have gone along as before in their accommodation of vessels and gains for the year are expected to be shown by them as well.

#### U. S. AUCTIONEER ARRIVES

### Surplus Materials and Supplies to Be Sold Tuesday.

Charles S. Gerth of New York, selected by the emergency fleet corporation to conduct public auctions of surplus material and equipment left over from shipbuilding days, will be due in the city tonight. The stocks at the St. Johns concentration yards will be offered for sale Tuesday, beginning at 10 o'clock. The auction of property at the Tacoma yard has been fixed for July 25 and at Alameda August 8. Ralph Gerth, a brother of the auctioneer, has been on the ground for a week preparing for the sale, which is to be conducted in the mold loft at the yards. A platform has been erected and seating accommodations provided for more than 200 persons. Catalogues have been issued covering the stocks and it is promised that about 1000 tons of material will be sold. Mr. Gerth is credited with having sold a life-sized painting of the Kaiser, taken from one of the seized German ships, at an eastern yard for \$325, while another of President Grant, also seized from the Germans, brought only \$35 at the same sale. Mr. Gerth is in charge of the material and sales section, said last night he was advising prospective bidders to arrive early and with their lunch, for he thinks it will be such a busy session there will be action every minute.

#### PORT TO BEGIN TERMINAL

### Dredging Operations to Be Started at Grays Harbor.

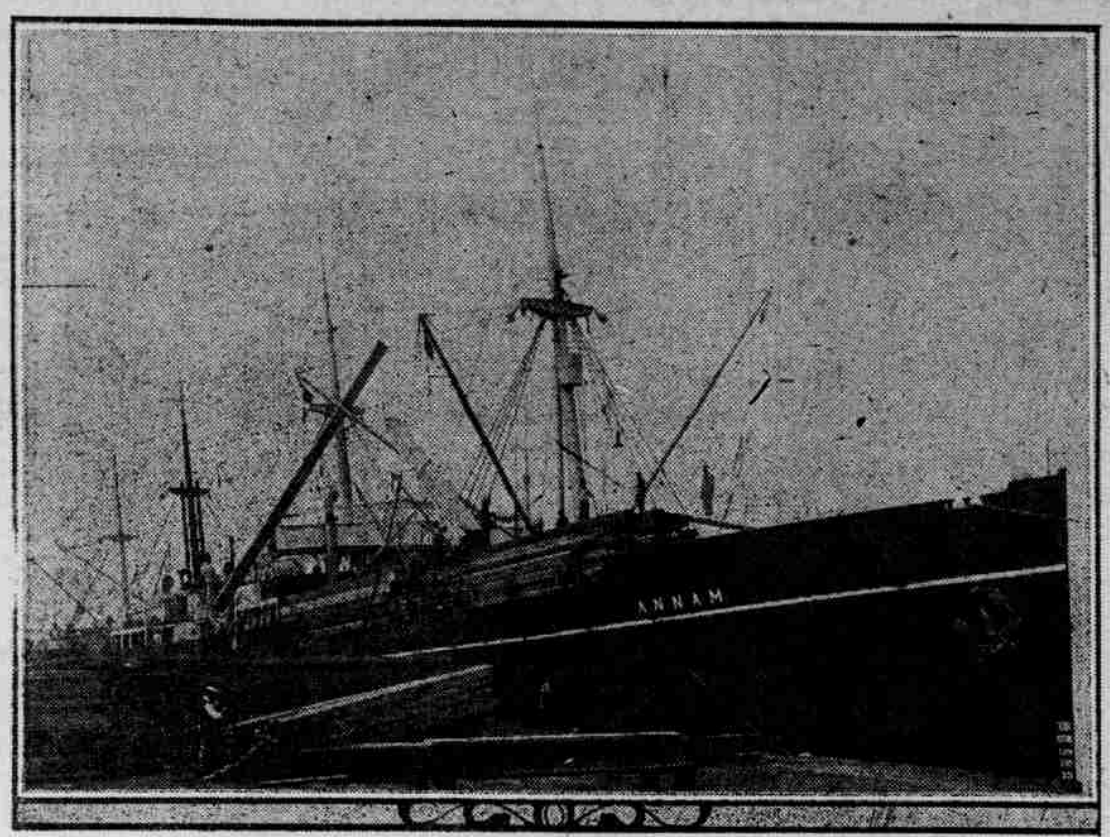
GRAYS HARBOR, Wash., July 8. (Special.)—The port of Grays Harbor will start terminal operations about August 15, following the installation of a lumber crane, according to a statement made Saturday by W. H. Peters, port manager. The crane material is scheduled to arrive Wednesday and about 30 days will be needed for erection. The port dredge is now at work on the Hulbert mill slip, having completed channel work to that point from the dock terminal. After the deepening of the slip dredging of the channel to the eastward will be resumed. There are more than 30 acres of port terminal lands now filled and ready for use as industrial sites.

#### GRAIN CARRIERS NEEDED

### Shipping Board Asked for Three Steamers in Monthly Service.

Asking that three steamers a month be operated in the Portland-Oriental track, instead of one carrier as at present, exporters yesterday telegraphed the shipping board through the Chamber of Commerce. It was set forth that tonnage is not adequate to meet the demands for new crop cereal shipments to be ready to move in August.

# NORTHWEST FORESTS SUPPLY EUROPEAN MARKET WITH TIMBERS OF LARGE SIZE TO MEET DEMANDS BALTIC SOURCES ARE UNABLE TO FILL.



More than 300,000 feet of timbers of various sizes and running in length from 50 to 80 feet, dispatched aboard the motorship Annam for London July 4, are intended to supplement timber stocks, because those drawn from the Baltic territory are limited to from 22 to 40 feet in length, longer timbers in marketable quantity being no longer available, according to information reaching here. Besides the timbers there was 700,000 feet of fitches aboard the ship, these being ordered to be cut into special stock for interior finishing, manufacture of doors, panels and the like. Since January 1 there had been a noticeable regularity in the movement of such lumber to Europe, and it is estimated that from northwest ports approximately 2,600,000 feet a month is being floated for the British market alone. Of the amount, the average of big timbers is about 300,000 feet. W. J. Jones & Sons, stevedores, who load the vessel, say the cargo on the Annam included some of the best fir timber specimens they have loaded. Both the Clark & Wilson and Eastern & Western mills contributed to the shipment, which was assembled by the Pacific Export Lumber company.

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#### U. S. AGENT AFTER WRECK

### REMOVAL OF WELSH PRINCE TO BE DEMANDED.

#### Major Richard Park Files Request for Permission to Remove Hull From Channel.

Permission to take immediate possession of the wreck of the British steamer Welsh Prince at Altona, in the Columbia river, so that the vessel and cargo may be removed from the channel, was requested by telegraph yesterday afternoon of Washington authorities by Major Richard Park, corps of engineers, United States Army. He had given representatives of the owners and underwriters until 4:30 o'clock to make a showing that they were in position to proceed with the work of salvaging the cargo and removing the wreck. Authorization for the United States to take over wrecks in navigable waters carries with it provision for advertising and proposals to remove them, and as soon as he is directed to assume charge of the wrecked ship and cargo, Major Park has been prepared to accept the offer. The law provides for the government to act in such matters when the owners fail to undertake the removal of a wreck within a reasonable time.

#### WEST HAVEN LEAVES PORT

### Timbers and Oregon Grape Root Taken for New York.

On the steamer West Haven, of the Atlantic, Gulf & Pacific line, which departed yesterday, was the last lot of a considerable quantity of timbers that have been moving via that service to New York, also consignments of Oregon grape root. The steamer, managed by the Chamber of Commerce, was carrying a cargo of timbers and Oregon grape root, as well as case goods, doors and general freight. On her way to the east the West Haven had a total of 12 cabin passengers bound for various localities from the Panama canal to San Francisco. His wife, son and daughter accompanied him. The steamer was bound for New York, and was expected to arrive there about the middle of the month.

#### Shipper's Funeral Tomorrow

Funeral services for Yoshitaro Moriaki, Portland manager for Mitsui & Co., are to be conducted at 1 o'clock tomorrow at the Japanese Buddhist church. Tenth and Eastern streets. Many Japanese men are expected to attend. Mr. Moriaki was operated on for appendicitis, and his death occurred Friday. His wife, son and daughter survive, the latter being in school in Japan, while Mrs. Moriaki and son, Yoshiyuki, reside here. Mr. Moriaki was connected with the Mitsui branch here for several years and made many fast friends.

#### Marine Notes

Statter & Johnston, agents for the Purves-Prince line, expect the steamer Prince to arrive here for oriental ports will arrive here in September. The steamer Prince is scheduled to work cargo here this month for Europe, to be followed by the steamer Prince. The steamer Pennsylvania shifted yesterday from Jersey to the North Bank dock and will depart about Wednesday. The steamer Daisy Matthews, lumber-laden for San Pedro, departed from the dock last night. The steamer Munaire finished discharging timber cargo today in the afternoon and departed for Coos Bay to load a lumber cargo for Portland. The shipping board steamer West Cayote, recently relinquished by the Columbia-Pacific shipping company, from its trans-Pacific service, shifted to the St. Johns yard today. The vessel is being loaded with cargo at the Portland vegetable oil plant, and she will be ready to depart for New York.

#### Port Calendar

To Arrive at Portland.	Date
Unita, Orient	July 9
Forest King, San Fran.	July 9
Rose City, San Fran.	July 9
West Kader, San Fran.	July 10
K. I. Luckenbach, Boston	July 10
Remus, Seattle	July 10
Ibukwan Maru, Yokohama	July 10
Carmarthenshire, Europe	July 10
Senator, San Diego	July 10
Admiral Goodrich, San Fran.	July 10
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#### Delightful Side Trips You Should Not Miss

Your journey through the Canadian Pacific Rockies is even more enjoyable when broken occasionally by interesting side trips. One that will add greatly to the "vacation you will never forget" is the seven-mile drive from Field to Emerald Lake, through a perfumed forest of balsam pines and spruce. A picturesque log chalet offers the hospitality for which the Canadian Pacific Railway is noted.

#### Canadian Pacific Railway

65 Third Street PORTLAND Broadway 90 W. H. DEACON, General Agent

#### STEAMER FOR SAN FRANCISCO

MONDAY, 2:30 P. M. LOW RATES. M. BROWN, Agent. 123 Third St. Phone Bdwy. 7328.

# CHANNEL AT RIVER MUD IS HOLDING

## North and South Jetties Are Proving Worth.

### SURVEY IS SATISFACTORY

#### Latest Investigation Shows Depth at Entrance Sufficient for All Vessels Coming Here.

Influence of the north and south jetties continues to maintain the channel at the entrance to the Columbia river, the annual June survey showing much the same condition as in June, 1921. In every respect the channel is holding its own. Major Richard Park, corps of engineers, United States Army, in charge of the second Portland district and under whose direction the survey was carried out, compared charts of the two seasons. Dredging and found a depth of 40 feet for a width of 6500 feet as measured just outside the ends of the jetties, while there is a depth within that range of 42 feet for a distance of 5200 feet and a depth of 43 feet for a width of 2000 feet. In the latter zone was perhaps a slight gain, but in the main it is a depth of 40 feet comparable with those of last season and having ample water for all requirements of navigation with the types of vessels plying in the deep-water trade out of the Columbia river, the new survey is regarded as most satisfactory. The 50-foot contour is within 4000 feet of deep water on the ocean side, the condition being about the same as in 1921.

#### LUMBER IS FOR ATLANTIC

### About 13,000,000 Feet to Go East on Vessel's This Month.

Lumber shipments to be loaded this month for the Atlantic coast market in the interest of the Ghaa. R. McCormick company will approximate 13,000,000 feet. The steamer Robin Goodfellow, which left Seattle yesterday, is due at Westport today to start taking on 2,500,000 feet, part of which will be furnished at St. Helens. The steamer Mobile City, due later in the month, is to work the same amount, while the steamer Munaire, which left Portland yesterday for Coos Bay, loads 4,000,000 feet between there and Grays harbor, and the steamer Santa Barbara takes 1,000,000 feet in the Columbia river. The steamer Williford, which sailed from the river yesterday, is to load 1,000,000 feet on Grays harbor. It is said all of the material has been sold. In spite of the rate war between the intercoastal lines the charge for handling lumber shows no signs of weakening and some quotations for north Atlantic delivery are as high as \$16.

#### Neutral Hall Opens Tomorrow

Longshoremen will be hired tomorrow morning and in the future at the newly established neutral hall at Fifth near Everett street, which has been prepared for the union and non-union workers. A committee of three will manage the hall, one each representing the employers and the union and non-union longshoremen. A dispatcher will direct crews to the ships.

#### WAR FIRM DISSOLVED

### Grant Smith-Porter Brothers Company Files Articles.

SALBEM, Or., July 8.—(Special.)—The Grant Smith-Porter Bros. company, which operated extensively in the construction of ships during the war, has been dissolved, according to articles filed with the state corporation commissioner here today. The Oregon Date-Oriental company, with headquarters at McMinnville, has been incorporated by C. Burleson, H. S. Gile and William H. Trindle. The capital stock is \$100,000.

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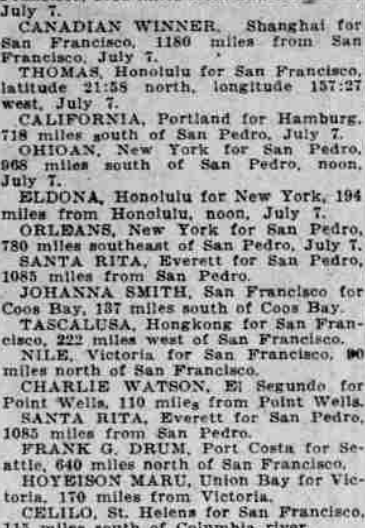
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# MAURETANIA



## TO THE MEDITERRANEAN

### From New York, February 10, 1923

#### A Luxury Cruise Next Winter

### under the management of the American Express Company

Madeira, Gibraltar, Algiers, Monte Carlo, Italy, the Dardanelles, Constantinople, Greece, Palestine, Egypt

The Mauretania, 32,000 tons, holder of the blue ribbon of the Atlantic, swiftest of ships, is one of the largest, most popular vessels afloat. The first mammoth Cunarder to be taken from regular service for a special cruise through the world's most popular cruising ground. Perfect arrangements for leisurely shore trips. Inclusive prices from \$950.00 up.

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Whenever you travel always carry American Express Travelers' Cheques.

Details, Itinerary and Prices on request. Call, or write, any American Express Office.

WEST OROWA, Shanghai for San Pedro, 3000 miles west of San Pedro, July 7.

PRESIDENT JACKSON, Yokohama for Kobe, 100 miles from Kobe, July 7.

SARTERY SAILOR, Portland for Yokohama, 2676 miles west of Columbia river, July 7.

ESTHER DOLLAR, Tacoma for Shanghai, 1725 miles west of Tacoma, July 7.

ALOWAY, Yokohama for Vancouver, 2128 miles west of Victoria, July 7.

HANLEY, Yokohama for Victoria, 2030 miles west of Victoria, July 7.

MANDANAN MARU, Yokohama for San Francisco, 2900 miles west of San Francisco, 5 miles east of Hedra, July 7.

STOCKTON, San Francisco for Manila, 117 miles from San Francisco, July 7.

FRANK H. BUCK, Monterey for Avon, 10 miles north of Monterey, July 7.

LOS ANGELES, San Francisco for San Pedro, 52 miles south of San Francisco, July 7.

YALE, San Francisco for San Pedro, 70 miles south of San Francisco, July 7.

W. F. HERRIN, Honolulu for San Francisco, 1805 miles from San Francisco, July 7.

YANKEE ARROW, Shanghai for San Francisco, 2132 miles from San Francisco, July 7.

CANADIAN WINNER, Shanghai for San Francisco, 1180 miles from San Francisco, July 7.

THOMAS, Honolulu for San Francisco, latitude 21:25 north, longitude 157:27 west, July 7.

CALIFORNIA, Portland for Hamburg, 718 miles south of San Pedro, July 7.

OHIOAN, New York for San Pedro, 968 miles south of San Pedro, noon, July 7.

EILDON, Honolulu for New York, 194 miles from Honolulu, noon, July 7.

ORLEANS, New York for San Pedro, 780 miles southeast of San Pedro, July 7.

SANTA RITA, Everett for San Pedro, 1087 miles from San Pedro, July 7.

JOHANNA SMITH, San Francisco for Coos Bay, 107 miles south of Coos Bay, 1087 miles from San Pedro, July 7.

NILE, Victoria for San Francisco, 90 miles north of San Francisco, July 7.

CHARLIE WATSON, El Segundo for Point Wells, 110 miles from Point Wells, 1087 miles from San Pedro, July 7.

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#### SEATTLE TO THE ORIENT

### on U.S. Government Ships

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Yokohama, Kobe, Shanghai, Hong Kong, Manila in express line. American vessels, providing excellent American food service, comfort. Sailings from Pier B, South Cove Terminal, Seattle, Wash. President Jefferson..... July 23 President Madison..... Aug. 2 President McKinley..... Aug. 19 President Jackson..... Sept. 2 President Grant..... Sept. 16 And every 14 days thereafter For descriptive booklet and local agent or THE ADMIRAL LINE 101 34 st., cor. Stark, Portland, Or. 623 Market St., San Francisco, Cal. L. C. Smith Bldg., Seattle, Wash. 11 State St., New York, N. Y. Managing Operators for U.S. SHIPPING BOARD

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### on U.S. Government Ships

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To Rio de Janeiro, Montevideo and Buenos Aires. Finest ships—American comfort. Sailings from Pier B, Hoboken, N. J. Southern Cross..... July 22 American Legion..... July 29 Pan-American..... Aug. 19 Western World..... Sept. 2 For descriptive booklet, address Munson Steamship Lines 67 Wall St., New York City Managing Operators for U.S. SHIPPING BOARD

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NORTH ATLANTIC &