

HARBOR WORK IS DISCUSSED

Meeting at Chamber of Commerce This Afternoon Considering Plans for Getting More Funds for Work on Jetty and Canal.

Columbia river improvement needs today more imperative than ever before in the history of the open-river movement—will be met if possible by Portland men who this afternoon gathered at the Chamber of Commerce auditorium to consider the present critical situation. Another appropriation must be secured at once, to carry the work forward at the jetty and to continue the Celilo canal project.

The conspicuous feature in the rivers and harbors problem confronting the people of the Columbia river basin is that the problem will not settle itself. It must be worked out by the people who are directly interested and whose future prosperity must be derived largely from transportation facilities and the lowest possible freight rates. The further along that the river improvement moves the more vitally necessary its completion becomes, and the more devotedly must the people bend their efforts to that end. Completion of the jetty and the Celilo canal must and will, it is said, be the unswerving slogan of the business interests and the farmers of the states of Oregon, Idaho and Washington until the goal of water transportation for the inland empire and a 40-foot channel to the bay is reached.

Various suggestions were advanced at this afternoon's meeting for meeting the need for funds. The last congressional appropriation is exhausted and work on the jetty is practically shut down. The coming session of congress is the "off" session, so far as a river and harbor bill is concerned, and there is no certainty but only a hope that the friends of river and harbor improvement will be able to crowd an emergency bill through to relieve the stress in connection with unfinished harbor work. Meantime, there must be something done to emphasize the need of funds to continue the jetty work.

State Might Aid Financially. It has been suggested that the state of Oregon might, in the existing emergency, properly lend financial assistance to one or the other, or both, of the large projects, and that such generous action on the part of the state could be used to advantage to win an emergency appropriation from congress.

Henry Hahn, discussing the situation, said:

"The people must decide on what they want to do with regard to the river improvements. It will not do for us to advocate any pet measure to the disadvantage of another. The people of the inland empire have their pet measure, too, and it is as important to them as the jetty is to Portland. I am not yet prepared to agree with Colonel Roessler's view that nothing should be done at the jetty unless all the money can be made available at once to complete the work. We are up against a condition and must make the best of it. Since there are river improvements to the amount of \$190,000,000 demanding money from congress, and we are to get only a total of \$25,000,000 with which to carry on all of them, the Columbia river must take its share, and do the best that can be done with it."

We cannot sit back and say we will not take anything unless we get all of it at once. We cannot and will not do that. We will do as the others do—take our share and go on with the work.

Must Demand More Money. "My view of this whole matter is that we must demand more money for internal improvements, even if it should involve a cutting down of some of the expenditures for outside affairs. The government is not allotting enough money for improvements that will benefit and develop the country's internal commerce and production. It may be all well to spend several hundred millions for the Panama canal, and other millions for the Philippine islands, but it is time that a more reasonable division shall be made for the benefit of our own country's internal business interests. The interior has been sacrificed long enough for the benefit of the country's outside interests. We want at least \$50,000,000 annually to be expended in carrying on river and harbor improvements, and it should be kept up until these matters are in good shape."

A NEW DEPARTURE

The Cost of Interments Has Been Greatly Reduced by the Holman Undertaking Company.

Heretofore it has been the custom of funeral directors to make charges for all incidentals connected with a funeral. The Edward Holman Undertaking company, the leading funeral directors of Portland, beginning July 1, 1904, will depart from this old custom. When the casket is furnished by us its cost will include all charges, such as conveying the remains to our chapel, outside box, embalming, hearse to cemetery and all services which may be required of us except clothing, cemetery and carriage, thus effecting a saving of \$35 to \$75 on each funeral.

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Seaside Sunday Excursions.

\$1.50 round trip—\$1.50. Until further notice the Astoria & Columbia River Railroad company will run an excursion train to Seaside and return each Sunday at the exceptionally low rate of \$1.50 for the round trip. This is the season of the year when a visit to the ocean is a source of pleasure and a joy never to be forgotten. No smoke, dust or cinders, and plenty of room for all, giving one a delightful trip along the shores of the matchless Columbia river. Train leaves union depot at 9 a. m., returning leaves Seaside at 5 p. m., giving 4 1/2 hours at the beach. Tickets at 243 Alder street and at union depot. Phone Main 904.

The steamer Harold Dollar reached Astoria last night from Seattle under charter to load lumber at one of the mills on the lower river.

SHIP SAILS INTO TRAP OF ICE

Sailors of French Bark Genevieve Molinos Relate Startling Experience Off Cape Horn.

VESSEL ARRIVED HERE YESTERDAY FROM LONDON

While Doubling the Dangerous Promontory, the Bark Was Suddenly Found Hemmed in by Monster Bergs With a Heavy Sea.

On her way to Portland from London, the French bark Genevieve Molinos experienced an encounter with three icebergs that her crew thought would be her last. Fully believing they would never see land again they had about resolved to give up and go down with the ship like good sailors when suddenly conditions changed in their favor and the big windjammer escaped without a scratch. Her call was one of the closest ever reported here and old-time salts along the waterfront declare the bark certainly can thank their lucky stars for being here and alive.

Like all of the other vessels that have arrived on the coast from Europe recently the Genevieve Molinos ran into rough weather in doubling Cape Horn. Gale drove the snow and sleet in big sheets and frightful seas swept the decks continually. The thick weather obscured the view so that it was almost impossible to see anything beyond the length of the vessel, and everybody was fearful lest the ship should collide with one of the icebergs that are common in those waters during the winter months.

One day while the bark was speeding along with the wind a monster berg loomed up in the vessel's course. Closer investigation revealed the fact that the vessel was surrounded by icebergs and that some of them were dangerously close at hand. For 24 hours the vessel was practically hemmed in and it was feared every moment that she would toss up against one of them and crush to pieces. By careful maneuvering and a good streak of luck the bark finally found her way out of the enclosure, much to the gratification of the sailors.

The Genevieve Molinos went to the Southern Pacific dock on the East side yesterday afternoon to discharge a large shipment of cement. She is under charter to load wheat for outward cargo.

FOR BETTER CHANNEL

Astoria Residents Anxious for Improved Shipping Facilities.

Astoria merchants and business men of all classes are working hard and enthusiastically for a deeper channel to the sea as well as across the bar, according to D. H. Welch, who is in the city today for a brief visit. Mr. Welch is one of the early residents of the City by the Sea and takes a lively interest in its growth and development.

"The opinion at Astoria is that the channel to the sea could be much improved by shifting the channel off Tongue point to the Oregon side," said Mr. Welch in speaking of an existing condition, "and it would also benefit Astoria shipping. As it is, dredging now done in the channel causes a shoal in front of the city and deprives it of easy access to the main channel."

"Not long ago it was proposed to have the channel along the Oregon shore off Tongue point cut through, and this, it is believed, would give the current a straight course so that by its own force the channel would be kept open to a much greater depth than that found in the channel now winding about the various bars and shoals above Astoria. Colonel E. W. Roessler, United States engineer, visited Astoria some time ago and looked over the situation, and the Astoria people are in hopes that the official will be impressed with the suggestions offered at that time."

Colonel Roessler having gone on a tour of inspection on the upper Willamette today, his views could not be obtained in reference to the proposed improvement.

ARAGONIA IN PORT

Big Oriental Liner Makes Quick Run Across the Pacific.

The Portland-Asiatic liner, Aragonia, reached Astoria early this morning fully on time from Hongkong via Yokohama. She left up shortly before noon and will reach her dock on the east side of the river late during the night. The Aragonia is the largest of the fleet now plying between Portland and the orient and she will probably take out a record cargo of flour for this port.

ALLERTON CHARTERED

British Ship Coming in Ballast Will Carry Wheat.

Kerr, Gifford & Co. chartered the British ship Allerton this morning to load wheat at this port for the United Kingdom. The Allerton left Junin, near Valparaiso, in the early part of July and should be well along toward the Columbia river by this time.

She is one of the few vessels that started out in ballast for this port this season seeking business, nearly all of the other vessels now en route coming with cargo from ports in Europe.

The British ship Tellus was chartered yesterday by Meyer, Wilson & Co. to load general cargo at Astoria for Portland.

ALONG THE WATERFRONT.

The big Harriman liner Astec is expected to arrive at Ainsworth dock this evening. She reached Astoria this morning from San Francisco.

The German ship Neride will be in the harbor tomorrow morning to load wheat for Europe. She comes under charter to the Portland Flouring Mills company. The Neride made a quick run across the ocean from Hakodate, Japan.

Freight for the steamer Alliance will be received at all times now that the route has been shortened to Coos Bay. The intention is to have the Alliance make a round trip each week.

S. Baruch, traffic manager for the

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HOTEL PERKINS BLDG.

Watsonville Transportation company, is in the city today from San Francisco.

The steamer Roanoke sailed for San Pedro via San Francisco and Eureka last night. The steamer F. A. Kilburna sails for San Francisco this evening. She touches at Coos Bay and Eureka.

MARINE NOTES.

Astoria, Sept. 22.—Arrived down at 4:30 and sailed at 9:45 a. m., steamer Roanoke, for San Pedro and way ports. Arrived at 7 and left up at 10:30 a. m. German steamer Aragonia, from Hongkong and way ports. Arrived at 5:15 a. m., steamer Astec, from San Francisco. Sailed at 7 a. m., schooner W. F. Jewett, for Redondo. Sailed at 7:15 a. m., steamer Assumption, for San Francisco. Sailed at 7:30 a. m., schooner F. A. Redfield, for San Francisco. Arrived at 10 a. m., steamer Harold Dollar, from Seattle.



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