PORTS COMBINE IN ASKING FOR DREDGE

Movement of Astorians Is Indorsed by Local Body to Keep Up Deep Entrance.

NEW SURVEY CONSIDERED

Lowering of Water Pipe Reported Ordered by Major McIndoe, So That Work of Making 30-foot Channel May Go Ahead.

One and possibly two dredges, especially constructed for operation at the mouth of the Columbia River, will be asked of the Federal Government by the Port of Astoria and the Port of Portland commissions, the assumption being that the dredge Chinook can be improved upon.

The Port of Portland took action yesterday to co-operate with the Port of Astoria in bringing the matter to the attention of the War Department and the Oregon delegation at Washington.

The Port of Astoria Commission inaugurated the move and asked that the Port of Portland Commission lend its aid. S. M. Mears, president of the Commission, said that he had talked the situation over with others and they agreed that when the north jetty is finished at the mouth of the river the channel will require maintenance and that now was the time to seek authority to have at least one dredge built. It is felt that the Chinook can clear the channel successfully and probably provide greater depth.

Tug Promised Astoria.

At the instance of the Astoria body a motion was made confirming a verbal promise given last month that one of the bar tugs would be placed at the disposal of the Astorians to tow a huge harrow, about to be completed, which will work across the bar on the same range to be selected for the Chinook. With the two operating a material increase of water is looked for.

The subject of having a combined survey of the bar made by a crew under Major McIndoe and the Port of Portland was considered, so they would be in unison relative to the work to be undertaken, and after the Chinook ends her Summer dredging it is aimed to make another survey to ascertain results. The Port of Portland has not been informed whether the operation of the Chinook is to be paid for out of its funds and those of the Port of Astoria, but it was reported at the meeting that Major McIndoe had said the Chinook would be started for the bar soon.

Pipeline to Be Lowered.

Concerning one of the Bull Run pipelines across the Willamette, above the Hawthorne-avenue bridge, which has been complained of by mariners during the low-water period, the Water Board took no action at its meeting Tuesday toward having a new ditch dredged for lowering the pipe, but Major McIndoe has announced that the pipe must be dropped during the present year, as there is a 30-foot channel project authorized from the foot of Ross Island to the sea. The Water Board estimates that the service of a dredge will be required 100 days for the undertaking. The Port of Portland will allow the Board for material removed that will be from the 30-foot channel, but a charge is to be made for that excavated on each side.

Considerable time was devoted to reading and discussing a copy of the official report of H. E. Pennell, chairman of the navigation committee of the Chamber of Commerce, covering a recent trip by members of that organization to Astoria and the jetty to study the bar conditions.

F. M. Pendleton, recently elected a member to succeed Joseph Goodman, was elected secretary yesterday.

SCHOONERS LOAD OFFSHORE

Rates for Steam Tonnage Show Decline in Two Months.

More life has been injected into the lumber charter market through the engagement of the schooner Irene, which reached the river Wednesday from Los Angeles, to load for Hobart at a rate of 62s 6d, the option being given of Hobart and another harbor in Tasmania at 65 shillings. The schooner Alvena, which is en route from Guaymas, has been taken by Charles R. McCormick & Co. to load here for Guaymas.

Chartering has not been active for the past few weeks among small carriers and a tramp steamer is reported to have been taken on time charter for five years, to do general trading, at 3s 9d, said to be the lowest paid for steam tonnage in over a year. The British steamer Strathendrick was fixed by A. F. Thane & Co. at 7 shillings two months ago to load for Melbourne and it is said the same voyage can be done now at 5s 6d.

RECORD TOY SHIPMENT HERE

Early Preparations Made for Big 1913 Christmas Trade.

Six carloads of toys from Germany, the largest single shipment yet to be entered through the Custom-house, were received yesterday. In the lot are all the things that go to gladden the hearts of youngsters at Christmas — dolls, wagons of all sorts, the numerous mechanical devices, old and new, and a perfect wonderland of products from the hands of painstaking German toymakers.

The addition to toyland stocks nets Uncle Sam over $3000 in duty and, while it is the record shipment, it does not represent all that will be imported for the 1913 Christmas displays. There are 313 big cases and they came from Germany to Boston by steamer and were trans-shipped to Portland overland. Probably much of that business will move entirely by water in the future, when direct lines from abroad are operated through the Panama Canal to North Pacific Coast ports.

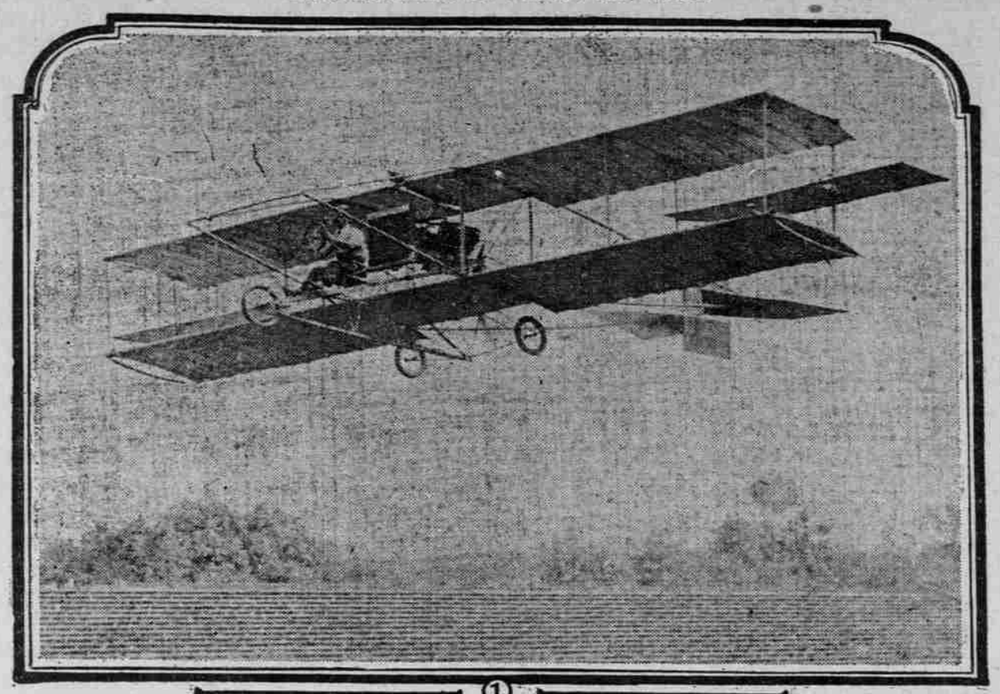
HIGHER WATER NOT SHOWN

Freshet Has Continued as Late as July 1 at Good Stage.

Questions that have deluged E. A. Beals, district forecaster, relative to high water include queries from many as to how late the freshet has lingered in former years and Mr. Beals unearthed from the archives the fact that in 1880 the freshet stood at 27.3 feet July 1. The crest was reached earliest in 1910, when it arrived May 15 and the depth above zero was 19.1 feet.

Records for 30 years show that the average date of the crest is June 11 and the average depth is 20.5 feet. The average duration at a stage of 15 feet or more above zero is 50 days and the big freshet of 1894 was 90 days above 15 feet. Expected higher water did not arrive with a rush yesterday and while a scant 23.8 feet above zero was recorded Wednesday, there was a full 23.8-foot depth yesterday.

FLYERS AND AEROPLANE PRESSED INTO INTERSTATE SERVICE YESTERDAY TO CARRY MORNING OREGONIANS TO VANCOUVER, WASH.



1, AEROPLANE WHICH CARRIED THE OREGONIAN TO VANCOUVER. 2, MISS ALVA M'KEY. 3, FRANK BRYAN.

Pleiades to Come Here.

R. C. Thackara, vice-president of the Luckenback Steamship Company, Limited, operating a line between San Francisco and New York, was in the city yesterday arranging for the coming of the steamer Pleiades. The vessel probably will make a few trips during the season, but at prsent virtually all cargo from the Atlantic side and that originating here has been handled between Portland and San Francisco by the Dodge fleet.

Marine Notes.

Fred Patterson is master of the steamer Homer, he having supplanted J. M. Bertrand.

Barge No. 93, of the Standard fleet, entered yesterday from Richmond with 25,769 barrels of fuel oil.

Being out 19 days from Otaru, the Japanese tramp Senju Maru is due in the Columbia with a cargo of hardwood. She will load back with lumber for the China Import & Export Lumber Company.

On the steamer San Ramon, which sailed for California ports last evening with a large passenger list, was cargo consisting of 450,000 feet of lumber, 649 tons of wheat, 15 tons of shorts and 10 tons of miscellaneous stuff.

In tow of the steamer Monarch the schooners Irene and W. F. Jewett have arrived in Lewis River to load ties, it having been decided to send them there to eliminate the necessity of towing ties from Lewis River to St. Helens.

Judge Thomas Burke, who has been appointed to succeed Collector of Customs Malcolm, has forwarded his bond to the Treasury Department and when it is approved he will receive his commission and assume the office.

On the arrival of light vessel No. 88 in the harbor today she will be taken to the Oregon drydock for cleaning and painting. A contract for the overhauling and minor repairs was awarded to the Albina Engine & Machine Works.

On the steamer Paraiso, of the Arrow Line, due today from the Golden Gate, are 1213 tons of cement and 203 tons of general cargo. She will carry a return cargo for the American-Hawaiian, besides stuff for San Francisco.

Advices to A. T. Prichard, Portland agent of the Royal Mail, are that the British steamer Harpalyce, chartered to make a single voyage to the Orient, will be here July 1 instead of July 15. The Falls of Orchy, sailing regularly in the Royal Mail service, is due June 24.

When the schooner Kona left up from Astoria last evening she had orders to go to the Port of Portland drydock for cleaning and painting. A small amount of caulking also may be done. The vessel is to load for the West Coast and will receive her cargo at the North Pacific mill.

Damage sustained by the gasoline schooner Anvil through going on the North Spit, at the entrance to Siuslaw, consists of a number of broken frames and her rudder and part of her keel aft were carried away. She has been floated temporarily from the Orgon drydock following the survey and is to be lifted in a few days for repairs.

As she is to be given her annual inspection tomorrow, the bar tug Oneonta, of the Port of Portland fleet, has been laid up at Astoria. Her wireless operator has returned, as the recent strike was adjusted, and with night and day operators working at the Astoria station, satisfactory communication between land and sea has been restored.

Movements of Vessels.

PORTLAND, June 12.—Arrived—Steamer Breakwater, from Coos Bay; steamer W. F. Herrin, from Monterey; steamer Paraiso, from San Francisco. Sailed—Steamer San Ramon, for San Francisco and Los Angeles; steamer Francis H. Leggett, for Puget Sound.

Astoria, June 12.—Sailed at 4 A. M., steamer Geo. W. Elder, for San Diego and way ports. Arrived at 7 and left up at 8 A. M., steamer Breakwater, from Coos Bay. Arrived at 1:50 and left up at 2:30 P. M., steamer Paraiso, from San Francisco. Arrived at 3:50 P. M. and left up, steamer W. F. Herrin, from Monterey.

San Francisco, June 12.—Arrived—Steamer Roanoke, from San Pedro. Sailed last night, steamer Olson & Mahony, for Portland.

Eureka, June 12.—Sailed—Steamer Alliance, for Portland.

San Pedro, June 12.—Sailed—Steamer Bear, for Portland.

Queenstown, June 11.—Arrived—German bark Ossa, from Portland.

Limerick, June 11.—Arrived—German bark Lisbeth, from Portland.

Asteria, June 11.—Sailed at 6:30 P. M., British bark Port Caledonia, for Queenstown or Falmouth; British steamer Ecclesia, for Sydney; at 7 P. M., steamer Geo. W. Fenwick, for San Pedro. Left up at 10 P. M., schooners W. F. Jewett and Irene.

Port San Luis, June 11.—Sailed—Steamer Catania, for Portland.

San Francisco, June 12.—Arrived—Steamers Adeline Smith, from Coos Bay; Centralia, from Grays Harbor; Shna-Yak, from Everett; Elizabeth and Fifield, from Bandon; Jim Butler, from Everett; Maverick, from Tacoma; schooner Ruby, from Coquille River.

Seattle, June 12.—Arrived—Steamers Alameda, from Southwestern Alaska; Spokane, from Skagway. Sailed—Steamers Admiral Farragut, El Segundo, for San Francisco; Northwestern, for Southwestern Alaska.

Raymond, Wash., June 12.—(Special.)—Sailed at 4 P. M. today, steamer Doris, for San Diego.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Beaver	Los Angeles	In port
Breakwater	Coos Bay	In port
Sue H. Elmore	Tillamook	June 14
Alliance	Coos Bay	June 13
Roanoke	San Diego	June 15
Bear	Los Angeles	June 16
Rose City	San Pedro	June 21
Geo. W. Elder	San Diego	June 23

To Depart.

Name.	For.	Date.
Oliver J. Olson	San Francisco	June 13
Multnomah	San Diego	June 13
Breakwater	Coos Bay	June 14
Harvard	S. F. to L. A.	June 14
Beaver	Los Angeles	June 16
Paralso	San Francisco	June 17
Alliance	Coos Bay	June 17
Sue H. Elmore	Tillamook	June 17
Roanoke	San Diego	June 18
Bear	Los Angeles	June 21
Geo. W. Elder	San Diego	June 25
Rose City	Los Angeles	June 26

European and Oriental Service.

Name.	From.	Date.
Kina	Vancouver	June 20
Falls of Orchy	London	June 24
Saxonia	Hamburg	June 26
C. F. Laeisz	Hamburg	July 29
Cr'n of C'stle	Antwerp	Aug. 15
Brisgavia	Hamburg	Aug. 27
Vestalia	London	Sept. 2

Name.	For.	Date.
Falls of Orchy	Orient	June 30
Saxonia	Hamburg	July 1
C. F. Laeisz	Hamburg	Aug. 1
Brisgavia	Hamburg	Sept. 1
Vestalia	London	Sept. 6

Columbia River Bar Report.

Condition at the mouth of the river at 5 P. M., smooth; wind, southeast, eight miles; weather, cloudy.

Tides at Astoria Friday.

High.	Low.
8:29 A. M. 6.5 feet	2:40 A. M. 1.7 feet
8:48 P. M. 8.6 feet	2:25 P. M. 2.0 feet

Reports From Vessels.

By Marconi Wireless.

Steamer Rose City, Portland to San Francisco, off Mendocino, June 12.

Steamer Chanslor, Monterey to Portland, 174 miles north of San Francisco June 11, 8 P. M.

Steamer W. S. Porter, Portland to Monterey, 412 miles north of San Francisco at 8 P. M., June 11.

Steamer Siberia, San Francisco to the Orient, 88 miles from San Francisco, June 12, 8 P. M.

Steamer Catania, Port San Luis to Portland, 100 miles north of San Francisco June 12, 8 P. M.

Steamer Willamette, San Francisco to Portland, 8 miles south of Columbia River June 12, 8 P. M.

Steamer Geo. W. Elder, Portland to San Francisco, 62 miles north of Blanco June 12, 8 P. M.

Steamer Northland, San Francisco to Portland, off Heceta Head June 12, 8 P. M.

The greater part of Chilean coal is so soft that fully 30 per cent of it is wasted in the mines.

PAPERS GO BY AIR

Oregonians Delivered at Vancouver by Woman Flyer.

NEW COAST RECORD MADE

Miss Alys McKey Makes Flight of 12 Miles in 14 Minutes, Rising to Height of 2800 Feet Over Columbia River.

Aeroplane, motorcycle and bicycle, three generations of transportation vehicles, carried The Morning Oregonians to Vancouver, Wash., subscribers yesterday morning. The motorcycle and the bicycle are accepted methods of newspaper service, but the innovation was presented by Miss Alys McKey and her aeroplane.

Miss McKey's flight from the Country Club track to Vancouver Barracks, six miles as the bird flies, but 12 as negotiated by the aviatrix, establishes a Pacific Coast record for cross-country flight by a woman flyer. Likewise, it was the first time The Oregonian has resorted to an aerial craft in its carrier service.

A motorcyclist left the Oregonian building with a huge bundle of papers at 6:30 o'clock. At 7:06 o'clock, with the papers tied securely to the biplane, the 14-minute trip was started. Miss McKey circled the track to reach an altitude of 2000 feet, then struck for the Columbia at a 70-mile-an-hour rate. Crossing the Columbia, the machine was 2800 feet above the ground, which is declared to be a height record for a woman flyer. The barracks were circled at Vancouver and a landing made on the polo grounds, where official welcome was given. Here the papers were turned over to the carrier boys, who delivered The Oregonians to the Vancouver subscribers.

Miss McKey, who in private life is Mrs. Milton Bryant, wife of another of the Bennett flyers, learned to fly under the direction of F. A. Bennett at Los Angeles last December. She is the first aviatrix to appear in exhibition in the Northwest. Miss McKey became Mrs. Bryant on May 29 at Boise, Idaho.

The Bennett team, consisting of Milton and Frank Bryant and Miss McKey, will give exhibitions with their two biplanes at the Country Club track for three days, beginning at 3 o'clock this afternoon. They will carry passengers, with fancy "stunts," including volplanes and ocean rolls, in the programme.

PAUL SHOUP IS PROMOTED

Former Portlander Heads Another California Railroad.

Paul Shoup, ex-assistant general fright agent of the Southern Pacific Railroad at Portland and now president of the Pacific Electric Railway at Los Angeles, controlled by the Southern Pacific, has just been promoted to head the Oakland, Alameda and Berkeley lines. He retains the presidency of the Pacific Electric.

Mr. Shoup is well known among Portland railway men, with whom he was directly associated for some years until seven years ago. His appointment is already effective.

PROPERTY DAMAGE FIXED

District to Pay $21,833 for Widening of Maryland Avenue.

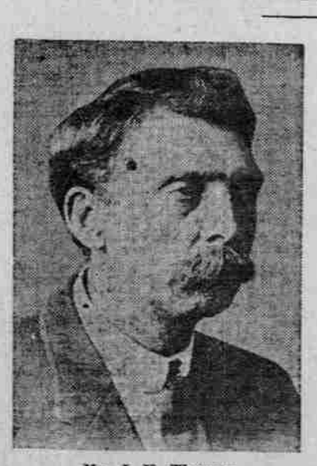
The widening of Maryland avenue, from Fremont to Delay streets, in Albina, will damage the property to the amount of $22,286, and the excess damages are fixed at $21,833, which are assessed to a large district. The survey establishes a thoroughfare through the center of block 16, Cook's addition, and through corners of blocks 1 and 4, Cook's second addition, and widens Maryland avenue from Fremont to Revere street, making the entire street 80 feet wide.

The damages were awarded to the following property-owners: Nicholas and Mary Ruthoutski, $585; Herman Giesek, $1285; Oscar Endus, $2025; Peder Nelson, $2250 and $1350; Gottlieb Schmid, $2525; W. A. and Margaret Zimmerman, $295; Adam Gettag, $1290; J. W. Cook, $1250, $875 and $225; Michael and Anna McGrael, $245 and $30; David Lauat, $540; Franciska Stony, $4.25; A. R. Zeller, $2; Helen A. Young, $492 and $1250; A. T. Workman, $750, $285 and $100; P. E. Newell, $209; Julia L. Hamilton, $550 and $200; Hattie H. Sanderson, $205; T. H. Smith, $1; G. C. Engelke, $1850; Mary Boyle, $14.25.

Henry Faber, of McGowan, Wash., is visiting his brother, Tony, and family, of 267 Allegheny street. Though living near each other, the brothers have not met for over two years.

PORTLAND MAN ANOTHER TO COME FORWARD; GIVES BENEFIT OF PERSONAL EXPERIENCE

Mr. J. E. Thomas, Well-Known Engineer, Tells Why Plant Juice Is So Wonderful.



Mr. J. E. Thomas.

Mr. J. E. Thomas, of this city, who resides at 1199 East Grant street, is another well-known Portland man to come forward and give others the benefit of his personal experience. Mr. Thomas is a steam, hydraulic and electrical engineer, at present connected with Olds, Wortman & King's, one of the largest department stores here, having been employed by them for the past five years. While talking with the Plant Juice man recently Mr. Thomas said:

"I have suffered with catarrh for nearly twenty years and about a year ago my condition became so bad that I was laid up for five weeks. My throat and stomach were badly affected and in recent years my hearing has been considerably impaired. There was a most disagreeable roaring and cracking sound in my ears. This in itself was bad enough, but I also suffered greatly from diabetes; my kidneys seemed to be in a bad way, I had pains across my back and I often had to get up during the night four or five times, which broke my rest so that I felt unfit for work. I tried a good many different things, but nothing seemed to do me any good until I began taking Plant Juice. I was told it was a great remedy for ailments like mine, so I bought two bottles of it and the change that has taken place in my condition is really remarkable. I am feeling like a different man, my stomach is so much better I can eat anything I want, the catarrh is so much better every way, my hearing is better, I sleep well at night and seldom have to get up at all."

People who suffer from catarrh of the head often neglect treatment until the stomach and bowels become affected. As a constitutional treatment for catarrh there is nothing better than Plant Juice; it puts the whole system into healthy condition and not only relieves the condition but removes the cause as well. The Plant Juice man is at The Owl Drug Store at Seventh and Washington streets. Call and get a bottle from him today and if it does not help you he will return your money.

Sequel To Love for Doll

Maternal Instinct Greatly Developed by Teaching Children to Love their Dolls.

The little child's doll is mother to the most romantic fancy. And in the years that pass, the doll fades into the petals of a June rose, to evolve the most wondrous of all transformations.

Now comes a more serious period when the joy of real motherhood should be as tranquil as best effort can provide.

This is accomplished with a wonderful remedy known as Mother's Friend, an external application so penetrating in its nature as to thoroughly lubricate every cord, nerve, muscle and tendon involved.

There will be no pain, none of that nausea or morning sickness, no sensation of distress or strain of expanding muscles. The nerves, too, will be calm, thus making the period one of restful days and peaceful nights.

Mother's Friend is sold at all drug stores at $1.00 a bottle. Do not fail to use it regularly as directed. Write to-day to Bradfield Regulator Co., 235 Lamar Bldg., Atlanta, Ga., for their valuable book for expectant mothers.

Time Your Relief from Constipation

YOU are constipated. You want quick relief. Don't go around all day with a headache, heavy dragging feeling, bad stomach, etc.

A business man with lots of duties needs a healthy mind and body. Don't waste a day of your life. Take ½ glass of

HUNYADI JANOS WATER

the Natural Laxative in the morning or at any time on an empty stomach—watch the clock, within one hour or so your bowels will move gently and you're relieved.

Get a bottle at any Drug Store today.

Rock Island

Low Rates East

VIA

Rock Island Lines

May 28th

TO

September 30th

Inclusive

Return Limit October 31, 1913

The Route of the De Luxe Rocky Mountain Limited

By purchasing your tickets at our office, you have your choice of any line out of Portland. Special attention to women and children traveling alone.

Tickets, Reservations, Information, Etc.,

M. J. GEARY,

General Agent Passenger Department.

364 Stark St., Portland, Oregon - Phones—Main 334, Home A 2666

Everything salable is for sale in our Want Ads.

And everything salable is sold here.

You may want an automobile or some second-hand furniture. You may want a gas engine or a motorcycle, a sewing machine or a plow, a horse and buggy, or a piano, a cook stove or a house and lot.

They are **all here** and **all cheap** in these little Want Ads.

Because **everybody** who has anything **for sale** writes his little Ad about it and puts that Ad in this paper.

There is the biggest bargain counter you ever saw in these Want Ads. All you've got to do is to look under the heading of For Sale and then follow down to the sub-heading of the thing you want.

You will find everything under the sun in these columns and you will find everything at a price that you never dreamed was possible.

Why, you will save more money in one day at our Want Ad bargain counter than you have ever saved before in a week.

Try it. Think of the different things you are going to buy right away, or of the things you would like to buy if you thought you could afford them. **Just think of the thing you want most.** And then **turn to these Want Ads** and see if you don't find it there.

Answer some of these Ads. Go out and look at the thing that is being offered to you. See if these bargains are not all they are claimed to be.

And mention The Oregonian, please, each time you answer an Ad, for that will show the advertiser how much you are expecting of him.

Great Northern Railway

Summer Excursions to the East

Tickets on sale daily until September 30.
Going limit fifteen days from date of sale.
Return limit October 31; stopovers allowed in each direction.

Atlantic City and return	$111.30	Detroit and return	$ 83.50
St. Louis and return	70.00	Pittsburg and return	91.50
Boston and return	110.00	Montreal and return	105.00

Baltimore and Washington and return	$107.50
New York and Philadelphia and return	108.50
Chicago and Milwaukee and return	72.50
Denver, Colorado Springs and Pueblo and return	55.00
Toronto, Buffalo and Niagara Falls and return	92.00
St. Paul, Minneapolis, Duluth, Winnipeg, Omaha, Council Bluffs, Kansas City and St. Joe and return	60.00

Go East on the ORIENTAL LIMITED; leaves Portland daily at 7:00 P. M. Through Standard and Tourist Sleepers to Chicago in 72 hours. Return same way or any other direct route if desired, without extra charge.

Ticket and Sleeping Car Reservations at City Ticket Office, 122 Third St., or at Depot, 11th & Hoyt.

See America First — GREAT NORTHERN RAILWAY — National Park Route

H. Dickson, City Passenger and Ticket Agt. Telephones Marshall 3071, A 2286.

Visit GLACIER NATIONAL PARK this Summer. Season June 15 to September 15. Ask for Booklet.