

ROYALTY'S FILM IN SUNKEN GARDEN

Queen and Aides Make Merry While Camera Records Smiles Among Roses.

EDEN IS NOT ADAMLESS

George Baker, O. C. Chapman and P. S. Bates Help to Bring Sunshine, With Chaperone and Members of Board Onlookers.

Rain did not dim the smiles of Queen Thelma and her 11 radiant princesses yesterday when they posed in the Peninsula sunken rose gardens before the motion picture camera.



QUEEN THELMA, PRINCESSES AND ESCORT PHOTOGRAPHED WHILE POSING FOR "MOVIES."

Members of the festival board of governors including President Col. Secretary Curry and Guy Talbot, chairman of the social functions committee, were in the party.

The pictures were taken under the direction of George L. Baker, superintendent of amusements. The queen and her aides were in the sunken garden at the Peoples Theater, where they are to be shown today, tomorrow and Saturday.

Yesterday was indeed a busy day for royalty. In the afternoon the queen and her maids rehearsed the coronation at the Armory.

It is announced that but one ticket will be used by the members of the party to make this wonderful trip. The queen and her maids will be accompanied by the manager of the tour.

The first coupon reads via Northern Pacific from Portland to Seattle, Wash. The same route will be used from Kiona to Spokane, the O. W. R. & N. to Huntington, the Oregon Short Line to Salt Lake City, the San Pedro, Los Angeles and Salt Lake route to Los Angeles and the Southern Pacific through San Francisco and back to Portland.

Hospitality and lavishly entertained will mark the route of the royal party. Pendleton will have a 15 minutes' Wild West Show; Indians and cowboys are preparing to do their most fantastic stunts for the amusement and entertainment of the queen and her maids.

At Spokane the Rose Festival party will be taken in autos to the Hotel Spokane, where a handsome suite of rooms will be at their disposal and breakfast will be served in the Silver Grill. This will be June 1. It will be a rare and gala day.

Club societies, business houses, theaters—everyone, in fact, has promised to join in the general festivity that will mark the presence of Queen Thelma and her maids. So it will be all along the line—a continuous ovation for Portland's lovely representatives.

SEPTEMBER RATE IS \$3.50 Pacific Conference Lines Expected to Issue Fall Tariff.

Portland exporters have closed, for space on vessels sailing from Puget Sound for the Orient in September at \$3 a ton for wheat and later quotations are \$3.50 a ton, the latter figure being accepted as official, as it was made known yesterday and there was a session of the Pacific conference lines at Seattle Tuesday.

The Japanese lines are said to have offered space at \$3 previous to the meeting, and they also quoted \$2.50 for August loading. Exporters are particularly interested in September rates, as that month usually opens the shipping season for new-crop wheat, which is received at tidewater in quantity during August. Representatives of the Royal Mail and Hamburg-American fleets here expect early advice concerning the September tariff.

DREDGES ARE NEEDED

Jetties Alone Insufficient to Deepen Channel.

H. L. POTTER HERE ON TRIP

Federal Engineer Returning From Visit to Coos Bay, Where He Got Michie Started, Inspects Other Projects

"Jetties are all right and they serve as guides to the vast volumes of moving water, but the time is coming when the West will realize that dredging is what is wanted in conjunction with jetties for channel improvements and when once a good channel is obtained, work with it—work with Nature as she directs the natural flow of the current," was the advice of H. L. Potter, of New York, recognized as a dredge expert, and who is retained by the War Department in the capacity of an assistant engineer in the Corps of Engineers, U. S. A.

Mr. Potter has had active experience along the entire Atlantic Coast, most recently in the Ambrose Channel work at New York, a project that he characterizes as one of the biggest dredging problems that has been mastered and one which has attracted the attention of recognized engineers of all civilized lands, who agree that the best system has been adopted for the removal of the 6,000,000 cubic yards estimated for providing a 46-foot channel.

To assist in getting the new Government dredge Colonel P. S. Michie started on the Coos Bay bar, where it is said she has deepened the channel three feet in the short time she has been employed. The Chinook is all right as far as she goes, but having been converted from an ocean vessel she has not a proper beam for her length and is of the quiet water type.

Stress is placed by Mr. Potter on channel work following the natural trend of the current. He suggests that the Chinook be cut in two, the best not have cut out to 30 feet toward the southwest unless it was the natural outlet for the river since the south jetty has been completed.

Mr. Potter is on his way back to New York, where he will resume responsibilities on the Ambrose Channel job.

News From Oregon Ports.

ASTORIA, Or., May 27.—(Special).—The British steamer Saint Theodore arrived today from Otaru, Japan, with a cargo of hardwood logs for Portland. She made the trip across in 15 days.

E. M. Cherry, Lloyd's agent, received instructions today to order the Russian bark Imberchorn, that is now en route from Callao for the Columbia River, to proceed to Chemalmus, B. C. He also received instructions to direct the British steamer Lord Nelson, en route from Magdalena Bay, to proceed to Unalaska to discharge coal, and then return to the Columbia River and load lumber for the Bay City.

The steamer Rose City arrived this morning from San Francisco with freight and passengers for Astoria and Portland. The steamer Beaver sailed this evening for the Bay City.

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FESTIVAL ROYALTY FROLICS IN PENINSULA ROSE GARDENS.

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Work is received here that the Government dredge Oregon, now at Yaquina Bay, will arrive here not later than Friday. It is reported to be ready for sea now. The Oregon will be towed here by the Grays Harbor tug Printer.

NEW BUOYS PLATTED

Inspector Beck Rearranges "Aids to Navigation."

NOTICE OF ORDER ISSUED

Washington Authorities Approve of Change and Charts for General Distribution to Mariners Now Are Being Prepared.

Henry L. Beck, Inspector of the Seventeenth Lighthouse District, equipped with official charts of the entrance to the Columbia River, including an official survey made early this month, which shows a well defined 30-foot channel extending southwestward, with a width of at least 1000 feet from the end of the south jetty, has rearranged the aids to navigation there.

He received telegraphic authority from Washington yesterday to proceed with these changes, and at once issued a notice to mariners of his intentions, so they will be informed in advance and may govern the movements of their vessels accordingly.

Charts were given Mr. Beck by Lieutenant-Colonel McKinstry, Corps of Engineers, U. S. A., so he could plot the new positions of aids, but the charts will not be available for general distribution until the buoys are re-established and their true positions shown thereon.

Mr. Beck has issued the following notice bearing on the new order: Columbia River entrance—South channel bearing 28 degrees true (N. by E. 1-16 E. mag.) and placed in 8-2-5 fathoms of water. It will then mark the extreme end of the submerged portion of the south jetty.

North Head lighthouse—184 degrees true (N. 7-16 W. mag.). Cape Disappointment lighthouse—35 degrees true (N. by E. 1-16 E. mag.). South jetty, tank—77 1/2 degrees true (N. E. 1/4 E. mag.). Clatsop Spit jetty buoy, "jetty" H.S. 10, bearing 28 degrees true (N. by E. 1-16 E. mag.) and placed in 8-2-5 fathoms of water. It will then mark the extreme end of the submerged portion of the south jetty.

Clatsop Spit buoy, 4, to be moved about 200 yards 78 degrees true (N. E. 1/4 E. mag.) and placed in 4 1/2 fathoms of water. Clatsop Spit buoy, 6, to be changed in type to first-class tall sun and moved about 200 yards 84 degrees true (E. S. 1/4 E. mag.) and placed in 8 fathoms of water. It will mark the turning point for vessels entering by the 30-foot channel off the end of the south jetty.

Mariners Are Cautioned. Vessels using this channel should head in from the south channel bell buoy, 28, keeping Cape Disappointment lighthouse bearing 28 degrees true (N. by E. 1-16 E. mag.) and placed in 8-2-5 fathoms of water. Clatsop Spit buoy, 4, on this course they will leave the jetty buoy on their starboard side as night is advised to enter (when conditions are favorable) on the range as defined by the Columbia River entrance range light, bearing 28 degrees true (N. E. by E. mag.). The least depth on this range is 2 1/2 feet.

Clatsop Spit buoy, 5, to be moved about 200 yards 78 degrees true (N. E. 1/4 E. mag.) and placed in 4 1/2 fathoms of water. Peacock Spit buoy, 1, to be moved about 150 yards 185 degrees true (S. 3/4 E. mag.) and placed in 5 1/2 fathoms of water. Peacock Spit buoy, 3, to be moved about 200 yards 84 degrees true (E. S. 1/4 E. mag.) and placed in 8-2-5 fathoms of water. Peacock Spit buoy, 7, to be moved about 200 yards 191 degrees true (S. by E. 1/4 E. mag.) and placed in 7 fathoms of water.

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Excursion Fares East. Daily June 1 to September 30 TO ALL POINTS EAST. MINNEAPOLIS, ST. PAUL... \$ 60.00. DULUTH, SUPERIOR... 60.00. CHICAGO, MILWAUKEE... 72.50. ST. LOUIS... 70.00. OMAHA, KANSAS CITY... 60.00. DENVER... 55.00. NEW YORK, PHILADELPHIA... 108.50. WASHINGTON... 107.50. PITTSBURG... 91.50. BOSTON... 110.00. BUFFALO... 92.00. DETROIT... 83.50. INDIANAPOLIS... 79.90. NEW ORLEANS... 95.20. MONTREAL... 105.00. Northern Pacific Railway. Yellowstone National Park SEASON JUNE 15 TO SEPTEMBER 15. TICKETS, Information, 235 Morrison St. Phone: Main 244, A 1244. A. D. Charlton, A. G. P. A.

deck put on and as much of the house built as possible in advance of the machinery being transferred. Mr. Supple has completed a fuel barge for the Port of Portland and intends to use the same force of carpenters on the dredge work, so as to hurry it. It is intended to shift the Columbia's machinery this Fall.

The dredge Columbia, which is undergoing an overhauling at the drydock, will be ready in a few days to be shifted to Postoffice Bay, where she will be joined in a week by the dredge Willamette, now completing channel work above the Hawthorne-avenue bridge. The two machines are expected to widen the cut there in from six weeks to two months. The Portland will have moved the last material for the fill at Municipal Dock No. 2 this week. Sufficient material is being pumped to raise the fill three to four feet above the level of East Water street, so it can be used later in placing between the present piling and timber bulkhead on the river side, and a concrete wall that will be built outside of it.

PASCO IMPROVEMENT OPPOSED. Projected Harbor Work Declared Too Costly by Taxpayers.

PASCO, Wash., May 27.—(Special).—The Pasco Chamber of Commerce met last night in regular session and transacted some routine business and then took up the matter of forming a port district for Pasco in order to build docks and make preparations for expected river traffic to result from the opening of the Columbia River to the sea, and the completion of the Panama Canal.

Several people spoke against such action at this time, arguing that taxes were high and that the city has far exceeded its limit in local improvement districts for the building of streets and sidewalks.

Professor Thom, of the Washington State College, spoke optimistically of the prospect for Franklin County and the farming industry.

"OLD HOSS" SALE IS HELD. Baggage Kept for Year Is Sold to Buyers on Dock.

Rolls of blankets such as are used by loggers and other laborers, suitcases of various patterns and in different stages of preservation, satchels of ancient and modern vintage, baby bugles and gocarls, boxes containing all manner of belongings and a host of other baggage, made up offerings at an "old hoss" sale conducted on Ash-street

WHAT \$10 DID FOR THIS WOMAN. The Price She Paid for Lydia E. Pinkham's Vegetable Compound Which Brought Good Health.

Danville, Va.—"I have only spent ten dollars on your medicine and I feel so much better than I did when the doctor was treating me. I don't suffer any bearing down pains at all now and I sleep well. I cannot say enough for Lydia E. Pinkham's Vegetable Compound and Liver Pills as they have done so much for me. I am enjoying good health now and owe it all to your remedies. I take pleasure in telling my friends and neighbors about them."—Mrs. MATTIE HALE, 601 Colquhoun Street, Danville, Va.

No woman suffering from any form of female troubles should lose hope until she has given Lydia E. Pinkham's Vegetable Compound a fair trial.

This famous remedy, the medicinal ingredients of which are derived from native roots and herbs, has for forty years proved to be a most valuable tonic and invigorator of the female organism. Women everywhere bear willing testimony to the wonderful virtue of Lydia E. Pinkham's Vegetable Compound.

If you have the slightest doubt that Lydia E. Pinkham's Vegetable Compound will help you, write to Lydia E. Pinkham Medicine Co. (confidential) Lynn, Mass., for advice. Your letter will be opened, read and answered by a woman, and held in strict confidence.

The Bank of Personal Service. You will not always be able to save money, because you will not always be able to earn it. Save now, while everything is favorable, and build up a reserve fund to fall back upon when your earning capacity ceases, as it surely will. We pay 4% INTEREST ON SAVINGS ACCOUNTS. Merchants National Bank. Founded 1886. Washington and Fourth Streets.