

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. Every detail is being planned so carefully that the most trifling matters are attended to.

It is announced that but one ticket will be used by the members of the party to make this wonderful trip. The ticket has just been made out by the Northern Pacific Railway Company and will be carried by the manager of the tour.

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.

GRIM WAR HURTS COMMERCE

Portland Cargo Reaches New York Via Panama Congestion.

Officials of the American-Hawaiian fleet are thoroughly convinced now that the utterance credited to General Sherman defining the Tehuantepec route squarely on the head, for Portland cargo started on the steamer Paraiso March 25 arrived at New York on the steamer Cristobal, having been caught in conditions resulting from American intervention in Mexico and delayed.

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, they are not best adapted to places where swells are to be contended with," he said.

"I think a mistake is made in talking of a stern-suction dredge for the bar-work, for while they are excellent machines in quiet water, they are not best adapted to places where swells are to be contended with," he said.

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 rear 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.

The steamer Shaasta sailed this morning for San Pedro with lumber from Portland. The steamer Beaver sailed this evening 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.

The passenger and lumber schooner Speedwell arrived from Bandon today at 7 A. M. and is taking on a deckload of lumber for the San Francisco market.

BANDON, Or., May 27.—(Special).—The gasoline schooner Tillamook, which

FESTIVAL ROYALTY FROLICS IN PENINSULA ROSE GARDENS.

DREDGING MAY BE INCREASED

Coos Bay Government Craft to Work Double Time, Is Report.

COOS BAY, Or., May 27.—(Special).—It is reported here, unofficially, that the Coos Bay Government dredge Col. P. S. Michie will be put on double shift soon and work two rounds daily, or 16 hours a day.

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.

Hydrographic Office Notice.

Captain Dickson, steamer Ronoke, reports by radio that he passed a log three feet in diameter and 40 feet long when 12 miles west by north of Cape Arago at 7:30 P. M. May 21. Steamer Admiral Sampson reports having passed about 50 logs between Marrowstone and Point Wilson at 2:30 P. M.

Movements of Vessels.

PORTLAND, May 27.—Arrived—Steamers Portland, from San Pedro; Rose City, from San Francisco; San Pedro, Sailed—Steamers Yucatan, for San Diego, via San Francisco; Willapa Harbor, Steamer Olney, for Port Harford; Thos. L. Ward, for Skagway and way ports; Hornet, for San Diego, via Honolulu and Peruvia; bark Belfast, for Callao.

Arrived at 2 P. M.—Sailed—Steamer British steamer St. Theodore, from Seattle, for San Francisco; Sailed at 5 A. M. steamer W. S. Porter, for Monterey; Sailed at 5 A. M. steamer W. S. Porter, for Monterey; Sailed at 5 A. M. steamer W. S. Porter, for Monterey; Sailed at 5 A. M. steamer W. S. Porter, for Monterey.

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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 southward, 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.)

Cleopatra 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. Cleopatra Spit buoy, 6, to be changed in type to first-class tall sun and moved about 200 yards 80 degrees true (N. E. 1/4 E. mag.) and placed in 8-2-5 fathoms of water. It will mark the extreme end of the submerged portion of the south jetty.

Mariners Are Cautioned. Vessels using this channel should head in from the south channel bell buoy, 18, keeping Cape Disappointment lighthouse bearing 28 degrees true (N. by E. 1-16 E. mag.) and placed in 8-2-5 fathoms of water. It will mark the extreme end of the submerged portion of the south jetty.

Peacock Spit buoy, 1, to be moved about 130 yards 185 degrees true (S. 3/4 E. mag.) and placed in 4 1/2 fathoms of water. Peacock Spit buoy, 3, to be moved about 200 yards 80 degrees true (N. E. 1/4 E. mag.) and placed in 8-2-5 fathoms of water. It will mark the extreme end of the submerged portion of the south jetty.

Peacock 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, 7, to be moved about 200 yards 191 degrees true (S. by E. 1/4 E. mag.) and placed in 7 fathoms of water.

OLD-CROP GRAINS TO MOVE Dutch Tramp Steamer Maria Coming Here From Orient to Load

To clean up old-crop grain remaining here, Kerr, Gifford & Co. have chartered the Dutch steamer Maria, which is reported in cables from abroad to be due to load for the United Kingdom about June 10. She is a vessel of 2376 tons net register and was last reported as having proceeded from Safaga Bay for Osaka and was at Singapore about May 15.

Her rate is 27s 6d, which is in line with what has been paid for old-crop charters and new crop is being done at 31s 2d to 31s 4d for steam tonnage, sailing vessels ranging about 30-shillings. More than 30 carters have been engaged for new-crop loading from here and as others are offering and exporters look for a big crop, it is assumed more engagements will be made this month.

DREDGE READY FOR DECK NOW Columbia and Portland to Dig on Postoffice Bay Project.

From the public drydock at St. Johns the new steel hull for the Port of Portland dredge Columbia was towed to Supple's yard yesterday to have the

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.

Call at the City Ticket Office, 80 Sixth Street, Corner of Oak, Union Depot or East Morrison Street. John M. Scott, General Passenger Agent, Portland, Oregon

The Exposition Line 1915. No more delightful time in the year than during the month of May to visit the garden spots of Southern Oregon; enjoy the pure air, fragrant with blossoms. Fishing is good in all the streams.

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.

Excursion Fares East Daily June 1 to September 30 TO ALL POINTS EAST. Table listing fares to various cities like Minneapolis, St. Paul, Duluth, Superior, Chicago, Milwaukee, St. Louis, Omaha, Kansas City, Denver, New York, Philadelphia, Washington, Pittsburg, Boston, Buffalo, Detroit, Indianapolis, New Orleans, Montreal. Includes Northern Pacific Railway logo and ticket information.

spirited and one trunk rdn the auction articles for which no claim had been made that had been in the possession of the O. W. R. & N. baggage department for at least a year. On some hand luggage bidding was



The Service Back of Our Travelers Cheques

THEY are the original Travelers Cheques—as good as gold wherever the train stops. Those who cash these cheques know that they are part of our vast international financial service which is indispensable to the world of commerce.

We purchase and sell Foreign Exchange; issue domestic and foreign Money Orders; collect Accounts, Bills, Notes and Drafts; issue Negotiable Bills of Lading to all parts of the world; issue Commercial and Circular Letters of Credit; transfer money by wire and cable; sell Tickets over all European railroads.

American Express TRAVELERS CHEQUES

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An Outing Worth While to spend the Week-End in Southern Oregon

Low Round Trip Fares Every Saturday and Sunday, we have on sale low round-trip tickets from Portland to Comstock, Drain, Oakland, Sutherlin, Roseburg, Myrtle Creek, Glendale, Rogue River, Gold Hill, Central Point, Medford, Ashland and intermediate points south of Comstock, good for return Monday following.

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