

THE NEW DREDGE

Commissioners Inspect the Columbia.

LARGEST IN AMERICA

What It Is Like, What It Has Cost and What It Will Do.

The new dredge Columbia is 225 feet long, 42 feet wide and 11 feet deep, and costs about \$225,000. The operating expenses are \$300 per day. The pump will handle 45,000 gallons of water a minute and from 10,000 to 30,000 cubic yards of matter a day. The cutter can dig to a depth of 60 feet.

A trial test of the new dredge Columbia was made yesterday afternoon before the Port of Portland Commissioners and others who visited it as it lay opposite Swan Island working in about 13 feet of water. The test proved entirely satisfactory, as the machinery worked very smoothly and ran nearly a full pipe under 125 pounds pressure. Another test will be given next Friday.

As printed in yesterday's Journal, the steam launch Hoo-Hoo left Oak street dock at 2 o'clock yesterday afternoon, bearing as its passengers all of the Port of Portland Commissioners, viz.: M. C. Banfield, C. F. Swigert, John McCracken, Ben Selling, C. F. Adams, B. F. Tucker and Ellis G. Hughes, besides C. S. Jackson, of the Oregon Daily Journal; Robert Linn, Ben Selling of Pendleton, W. H. Corbett of the Willamette Iron & Steel Works, E. C. Ball of the Willamette Iron & Steel Works, A. Hess, Mr. Norton of the Oakland Iron Works, E. T. C. Stevens, secretary of the Commission, and a representative of The Journal.

CONTRACT LET IN JANUARY. This dredge was built by various companies under the direction of J. B. C. Lockwood, of the American Society of Civil Engineers, and consulting engineer to the Port of Portland Commission. The first contracts were let by the Commission last January, but the dredge is not yet finished, as a tender to be used in connection with it is in course of construction at Seattle. When completed the total cost of dredge and tender will amount to \$225,000.

WHAT THE DREDGE CAN DO. The dredge can dig to a depth of 60 feet. The pump can handle 45,000 gallons of water a minute and 10,000 to 30,000 cubic yards of matter a day.

DESCRIPTION OF ENGINES. There are nine sets of engines aboard, consisting of the main engine, cutter, forward winding, after winding, electric light, circulating pump, wood conveyor, stern line and air pump. All of the engines were finished by the Oakland Iron Works, except the main engine, which was furnished by the Willamette Iron & Steel Works of Portland.

The main engine runs the 30-inch pump, is of triple expansion, with four cylinders, viz.: 21, 24 1/2 and two 40's—all 24-inch stroke. It has a horse power of 1500.

The engine was designed and built by the Willamette Iron & Steel Works and is guaranteed to develop 200 horse power on not to exceed 15 pounds of water per hour. This is the limit for this type of engine. All the parts of the engine were made in Portland. It is the second largest engine ever built here and weighs 120,000 pounds.

At yesterday's trial it worked very smoothly and proved itself to be well constructed and well-balanced.

The other engines are the cutter, which is a double compound 8 and 16 by 4 inches; the forward and after winding are double 19 by 19 inches; the electric light, which is 7 by 7 inches; the wood conveying, double 3 by 4 inches; stern line, double 3 by 6 inches; and the air pump, which is vertical, duplex and compound with 7 and 14-inch steam cylinders, 20-inch air cylinders, and has a 12-inch stroke.

The boilers were built by the Helme Boiler Company, of St. Louis, and contain 12,400 feet of heating surface. They were built for a steam pressure of 200 pounds.

HOW THE DREDGE WORKS.

The dredge swings alternately on two spuds placed near the stern. These spuds are three feet in diameter and raised and lowered by steam by means of wire cables and hoisting blocks.

The cutter is situated in the forward end and consists of a circular cage upon which knives are bolted. It is rotated by a system of gears and shifting and tears the matter loose as a milling machine does in an ordinary mill shop. The dredge is operated on what is known as the hydraulic system; the cutter tears the material loose, then the pump takes it up through the suction pump and discharges it on shore, through a floating pipe line.

When at work and using one of the spuds near the stern as a center, the dredge is swung from side to side by means of wire ropes operated at the front end. In this manner it is possible to make a channel 30 feet wide and to any depth required, not exceeding 60 feet.

THE PIPE LINE. At the present time the dredge has a pipe line of 80 feet. This pipe line is for the purpose of carrying the material dredged to the shore and consists of riveted iron joints 30 feet long and 20 inches in diameter, coupled together by means of rubber hose of the same diameter. Each joint rests on two pontoons, so that an endless chain may be formed, at

yesterday's trial one of the joints pulled apart from its coupling owing to the friction of the water in the pipe. It showed the efficiency and tremendous power of the engines. As an example of this power a stone 12 inches in diameter will be carried through the centrifugal pump and pipe line as easily as the regular material dredged.

MORE FACTS ABOUT THE DREDGE.

This dredge is considered to be the most efficient in the United States; it will do more work than any other. Its operating expenses are at an average of about \$300 per day. With proper usage it can last 20 years. It carries a regular crew of 30 men, of which J. G. Kelley is superintendent and J. E. Kane chief engineer.

The dredge consists of a main and upper deck, which contain sleeping quarters, dining rooms, kitchen, bath rooms, engine rooms, pantries, etc. There are separate dining rooms for the men and the officers. Each cabin is provided with two bunks, on which there are substantial mattresses and clean bed clothes, a chair and a wash-stand. The dredge as a whole is lighted with electricity.

The repair bills will be light, as there are duplicate parts of all machinery that is liable to break or wear out. In connection with the dredge there are four wood-scows and a tender.

OREGON COAL MINES

Heppner Railroad & Coal Co. Will Ship Fuel This Winter.

C. E. Redfield, secretary of the Heppner Railroad & Coal Company, is registered at the Imperial. "We are building



MADRID, Oct. 23.—King Alfonso of Spain has expressed a strong desire to visit the United States and, considering his imperious and not-to-be-doubted disposition, there is considerable likelihood of his gratifying his desire. His ministers are now said to be earnestly considering the possibilities of such a visit. It is believed by them that a step of this nature would do much to renew the good relations of the two countries.

a wagon road into our mines," said Mr. Redfield, "and will supply the town of Heppner with coal this winter. We are as yet without railroad facilities, and this will be the first actual shipping we have done."

It is stated by U. A. Wells, a coal expert in the employ of the O. R. & N., has recently investigated the coal fields which Mr. Redfield represents, in behalf of his company. The O. R. & N., according to this report, will not be desirous to purchase these mines, wished to ascertain definitely their value as a source of fuel supply in the future. Mr. Wells is understood to have been well pleased with both the quality of the coal, which runs exceptionally high in carbon, and with the extent of the veins as exposed by the present development work. This report, however, Mr. Redfield would not discuss, stating merely that his company intended to proceed rapidly with the prosecution of their development plans, the worth of their property as shown hitherto justifying a very extensive plant.

BIG CONVENTION

Two Committees Appointed to Work for Livestock Meet.

The work of procuring the National Livestock Association for Portland in 1904 is being pushed along. The Chamber of Commerce and Board of Trade have appointed their committees and these will go to work at once. State Food and Dairy Commissioner Bailey, who is the leading spirit in this matter, has many recommendations to make in this matter. Mr. Bailey says that what should be done is to appoint two or three delegates to attend the convention this year. Among these delegates should be Stephen A. Lowell, of Pendleton, as he is a prominent stock raiser and a good speaker. The matter of transportation should also be taken up with the passenger department of the O. R. & N.

A further suggestion of Mr. Bailey is that 2000 badges be made, advertising the convention, and that letters be written to Jesse M. Smith, of Salt Lake City, president of the Utah Wool Growers' Association, and to John McMillen, of Boise, asking their co-operation in securing this meeting. The support of the states of Idaho, Wyoming and Colorado should also be requested.

ASSESS PROPERTY

To Fill Up the Portland Gulches.

COUNCILMAN FLEGEL

Has a Drastic Remedy for the Rotten Bridge Situation.

"The bridge situation in Portland is intolerable and something must be done at once, money or no money."

That is the way Councilman Flegel expressed himself on the above vexed question. Continuing, the Councilman said: "I am going to introduce a measure, or measures, at the next meeting of the Council which may seem pretty radical to some, but I am determined to do it. The closing of so many bridges is injuring Portland, besides subjecting the people to great inconvenience. There is no use to talk about repairing old bridges;

IS ALPHONSO COMING HERE?



MADRID, Oct. 23.—King Alfonso of Spain has expressed a strong desire to visit the United States and, considering his imperious and not-to-be-doubted disposition, there is considerable likelihood of his gratifying his desire. His ministers are now said to be earnestly considering the possibilities of such a visit. It is believed by them that a step of this nature would do much to renew the good relations of the two countries.

they are not worth it. There is no use to build wooden bridges, for they rot in a few years. I propose to make a few bridges in the right direction by offering the following resolutions of intention at the next meeting of the Council:

HOW HE WILL DO IT. "To improve East Morrison street by filling the same with earth to the established grade from Union avenue to the approach of the bridge."

"Also the same in reference to Williams avenue at Welder street."

"Also the same in reference to the Goldsmith bridge over Montgomery Gulch as far as practicable, and then to put in a steel truss."

"But how are you going to do this, when there is no money available for the purpose?"

PROPERTY OWNERS TO PAY.

"Assess the cost to the abutting property. I realize that the measure seems drastic, but it is an acute situation, and heroic measures must be adopted. In some cases it may take all the property is worth, but it can't be helped. When nations go to war it is expected some one will get killed. We are practically in the same position, only in this case some one will have to part with some money, even if it takes all their property."

"Do you believe the Council will adopt your measures?"

"I certainly do, or I wouldn't offer them. At least the first two will be adopted. The last one may not meet with so much favor, on account of the steel truss, but it will in time. We want no more wooden bridges or structures of any kind and in the future I shall oppose all such."

VERY MUCH IN EARNEST.

Mr. Flegel was very much in earnest when talking on the subject and it was evident that he is determined to carry his measures through, if possible. In the course of the conversation he said the cost would be greater to have the places filled up, but when it was once done it would be done for all time, and ultimately would be cheaper. The bridges were all erected at about the same time and now that one has commenced to give away all have. By fixing them the way he proposes there will be no rebuilding in a few years, and the same difficulty will not have to be faced again.

Those property owners against whom the expense will be assessed will undoubtedly enter a vigorous protest, but he says it can't be helped.

"We must look to the good of Portland, and not the individual," he said, and continued: "As much as I would regret to place a hardship on any one, yet in this matter I feel that personal considerations should be set aside and do what which is best for the general public."

ENGINEER ELLIOTT SAYS.

City Engineer Elliott says the Montgomery Slough can be filled at comparatively small cost. It will require about 50,000 yards of dirt, most of which can be secured from streets that are being graded and soon to be graded. Much of it is along the line of the City & Suburban Railway Company, and could be put on flat cars and hauled to the slough at small expense.

ENGINEERS FIND ROUTE

Over Which the Great Central Will Probably Build.

The engineers of the Great Central have returned to Roseburg, after a reconnaissance of a route over the Cascade Mountains east of that city. Their report is very favorable, and they express their confidence in the feasibility of running a road by that route.

The route the engineers took was a somewhat difficult one, as they were leaving Roseburg they went by way of Peel and Snowbird, to the summit of the mountains near Diamond Lake, which they reached by means of a wagon road leading from the east of the Cascade range. On their return they took the trail more toward the north, returning again to Peel. As was first thought, the engineers did not investigate the route immediately along the north Umpqua River, as it is thought that so many bridges and culverts would be necessary and so many rocky points encountered on the banks of that river, that the cost of building and maintaining the road would be much more than to build further away from the river, where low passes through the mountains are available.

FEASIBLE ROUTE FOUND.

The engineers found an entirely feasible and practical route over the latter road, where there seems to be no difficulty to build and maintain a railroad. A definite survey will shortly be made by them when the exact location of the route will be definitely decided upon. In all probability, however, the line will likely pass over the summit a few miles north of Diamond Lake. No serious engineering difficulties present themselves, the elevation being but 5000 feet above the sea level. The elevation is reached gradually thus necessitating no very heavy grades.

TOWN MAY BE MOVED

A Question That Bothers the People of Connell.

(Journal Special Service.)

CONNELL, Wash., Oct. 23.—Is the town of Connell or is the new townsite which is to be opened the proper place to fear that name? That is a question that has been bothering the people here for some months and which now seems no nearer settlement than it was weeks ago. The situation is most complicated.

"Connell was built on school land and many of the stores and residences of this town are situated on property that can never rightfully belong to the owners of the buildings. The two 40-acre tracts on which the town is built will be advertised and placed upon the market, but they will not be divided into town lots until after the sale has been made and this will be to the highest bidder. It may necessitate the moving of the entire town."

BROKERS ENJOINED

Court Stops the Selling of G. A. R. Excursion Tickets.

WASHINGTON, Oct. 23.—The railroad centric in this city took action to enjoin the District Supreme Court last week to enjoin the sale of G. A. R. excursion tickets, and it is said that the court granted the prayer of the petitioners. This action did not come, however, until after the excitement had closed, and therefore it will affect only those tickets on which the time has been extended.

SHORTAGE OF SCHOOL TEACHERS

County School Superintendent Robinson is in receipt of many inquiries from different counties in the state, asking for competent teachers for country schools. Mr. Robinson attributes the shortage to raising the standard, resulting in fewer teachers. Another reason is that salaries have not been increased with the times and conditions and many who prepared themselves for teachers have sought other employment. This condition, Mr. Robinson says, does not exist in Multnomah County, as the districts have raised the standard of wages to meet the new requirements.

BLACK HILLS ROAD.

ST. PAUL, Minn., Oct. 23.—The immense traffic in live stock which the Chicago, Milwaukee & St. Paul Railroad carries out of Evans, S. D., is reported, may result in the extension of that line into Montana or possibly into the Black Hills. The construction of a line would be of great benefit to Minnecapolis and St. Paul in that it would give the desired direct route to the Black Hills and the thriving towns in that section of South Dakota.

ACCUSED OF LARCENY.

Charles Well, a North End saloon-keeper, and his bartender, Frank Wilson, had a preliminary hearing yesterday, charged with the larceny of \$40 from a drunken man who had visited their place. They were liberated on putting up a bail of \$30 each. The case was continued.

OREGON BUILDING

At the Exposition in St. Louis

A GREAT NECESSITY

How Portland Should Work for the Success of Its Coming Big Fair.

Mrs. J. B. Montgomery, a member of the board of lady managers of the Louisiana Purchase Exposition which will be held at St. Louis in 1904, is in the city.

"The Musical Mokes" Swift and Huber with The W. H. West's BIG MINSTREL JUBILEE.



At the Marquam Tonight.

a guest at the residence of Walter F. Turner, 823 Hawthorne Avenue.

When seen last evening Mrs. Montgomery said: "The board of lady managers of the St. Louis Exposition held its first official meeting at the Southern Hotel, St. Louis. The board is composed of 25 members, who are appointed by a special act of Congress."

"We were notified to be ready at 9:30 that morning, when we were conveyed in special cars to the St. Louis Country Club, adjacent to the fair grounds. In the party with us were a large number of prominent visitors, including the Governors of 11 states and the official representatives of 29 states. The entire party was served a beautiful luncheon. We were then invited to attend the ceremonies of the allotment of ground for the various state buildings. I was very much distressed at the time to think that there was present no representative of the State of Oregon."

LADIES ORGANIZE. "The ladies then returned to the Southern Hotel and at 2:30 o'clock that afternoon organized their association. Mrs. James L. Blair, whose husband is counsel for the St. Louis board, was elected president. Mrs. Blair is an accomplished and brilliant woman and is well qualified to fill that position to the honor of both her state and herself. The whole board thought that the president should come from St. Louis, as many questions would have to be settled by her."

"The meeting was adjourned to meet again at the home of Mrs. Helen Gould in New York City, November 17."

TO REPRESENT STATE.

"It seems to me that it is a matter of vital importance that Oregon should be well represented at the St. Louis Exposition, as it is in the power of that organization to add greatly to the success of the Lewis and Clark Centennial. "I think that now is the time for Oregon to bestir herself and collect a fine exhibit of her products, minerals and timber. These things can be shown to a much better advantage if Oregon had a state building."

TO COLLECT EXHIBITS. "It is my candid opinion that the managers of the Lewis and Clark Exposition should make a move at once and make arrangements for the bringing of the exhibits from China, Japan, the Philippines and other Oriental countries that will be shown at the St. Louis Fair, through the port of Portland, both coming and returning. It will then be a comparatively easy matter to secure these exhibits in their compact form for the Lewis and Clark Centennial. The bringing of the exhibits through this port would also give quite a lot of work in handling. The St. Louis Fair will be closed for six months before the Portland Fair opens."

TO ASK APPROPRIATION. "The Legislature should incorporate an appropriation for our exhibit at St. Louis at the same time the money is appropriated for the Lewis and Clark Fair. A sum large enough to properly represent the state should be given."

"Very few people out here have awakened to the magnitude of the Louisiana Purchase Exposition. The United States Government has already appropriated \$5,000,000 to the fair, in addition to \$1,230,000 for a Government building."

\$25,000 STATE BUILDING. "In the matter of a state building it seems to me that Oregon should give at

How Many People

You will hear say that they see perfectly in the distance and yet when put to the test do not see half what they should or can be made to see. Such persons should have their eyes tested by our optician and see the difference between seeing and not seeing.

Oculists prescriptions filled for glasses.

A. & C. Feldenheimer.

Manufacturing Jewelers and Opticians. Corner Third and Washington Streets.

least \$25,000 to construct the building and for the care of the exhibits. It is a case of give and take. You help us and we will help you.

The Oregon building could be made of rough, hewed logs and finished inside with native woods. Oregon cannot expect to compete with other older states in the way of a building, but this kind of a structure would take.

"Oklahoma has already pledged \$75,000 for its exhibit and state building. If this state had a building it could be made a social feature. A committee composed of the leading women of the state could be secured for the purpose. There is no better way to invest our money than by making a creditable exhibit at St. Louis. Governor Frances told me that he would

MORGAN GRABS THE BIG FEE

Threatens Chicago's Business if He Doesn't Get the Job.

ULTIMATUM TO THE PACKERS

J. Pierpont Will Finance the Beef Combination and He Will Charge Them Ten Million Dollars for His Management of the Deal—Would Raise Rates on Dressed Meats, and Lower Them on Live Stock.

The recent hitch in the plans for the formation of the beef trust has been explained. It was due, according to information that has just been received from New York, to a demand from J. Pierpont Morgan that he be allowed to float the \$100,000,000 bond issue for the trust and that he be paid \$10,000,000 for his services. Morgan is charged with having threatened to ruin the foreign trade of the trust by cutting live stock rates 10 cents a hundred and raising the rates for dressed beef and the provision trade 10 cents a hundred on the ocean steamers and the railroads controlled by him if the beef trust promoters failed to accept his terms and surrender the \$10,000,000.

It is now reported the trust managers—Armour, Swift, and Morris—were forced to accept Morgan's terms and throw over the firm of Kuhn, Loeb & Co., which had agreed to finance the bond issue for a \$5,000,000 fee.

The combination of packers is now assured. The Morgan hold-up was the last and most serious obstacle in the way, and with Morgan placated the details will soon be made public.

MORGAN DELIVERS HIS ULTIMATUM. Morgan's ultimatum was delivered to the packers yesterday at a conference in Morgan's banking offices in New York. There were present Morgan, his confidential man, George W. Perkins, and the packers—J. Ogden Armour, Arthur Meekes, and P. A. Valentine for the Armour; E. F. Swift, of Chicago, and E. C. Swift, of Boston, for the Swifts; and Edward Morris, of Chicago, representing his firm. Just before the meeting Morgan held an hour's conference with President James Stillman, of the National City bank, to arrange the final details for securing the necessary cash without further disturbing the Wall Street markets.

Morgan's ultimatum was delivered practically in these words, according to a statement from one of the packers' representatives:

"Unless I am given the underwriting of the bonds to complete the consolidation of the packing-houses, I will ruin your dressed beef and provision trade in Europe by raising steamship and railroad rates 10 cents a hundred and lowering the rates on live stock 10 cents a hundred. I made this statement to you, gentlemen, the day after I returned from Europe several weeks ago, and I repeat it today. It is my ultimatum."

THROWDOWN FOR KUHN, LOEB & COMPANY.

Kuhn, Loeb & Co. had previously made arrangements for floating the bond issue for a fee of \$5,000,000. This was secured for them by Nelson Morris. When Morgan heard of it he sent George W. Perkins to Chicago, ostensibly to arrange for financing the harvester combine, Perkins found it was merely an "understanding," and not a contract or agreement, and the Morgan firm immediately set out to upset it and grab off the underwriting fee itself, and present the promotion of a trust second only to the steel combine. Morgan's control of Eastern trust line railroads and the absolute domination of the ocean carriers through his new ship combine enabled him to put a club over the heads of the packers which had the desired effect.

It is now reported the packers' deal will result in the purchase of the Armour and Morris interests by the Swift company, which is the only one of the three that is a corporation. A name has not been agreed upon. There will be no merger, as was originally intended, but there will be a purchase outright, and one corporation will control the entire trade of the three big firms and the smaller ones they have recently purchased.

BASES OF THE CONSOLIDATION.

The three big companies sell out on a basis of net profits, the company earning \$1 receiving half as much cash and stock in the new concern as that earning \$3 and it is probable the Armour and Morris interests will be represented by J. Ogden Armour and Edward Morris is the new combine, while one of the Swifts will head it.

BUYING COAL LANDS

"Milwaukee" Makes Purchases—Will Work Min's for Own Use.

Advice received here state that the Chicago, Milwaukee & St. Paul has bought 25,000 acres of rich coal lands in Illinois at a cost of nearly \$2,000,000, and is said to be holding options on several acres more.

The incorporation of the Rochelle & Southern last week means that the Milwaukee will work the mines in Putnam, Bureau and La Salle counties, Ill., for fuel for its own use. The Milwaukee has been quietly buying lands in these counties for a long time. The land contains the best coal veins in the state.

LUTHER LEAGUE.

GOODHUE, Minn., Oct. 23.—Enthusiastic young church workers from all parts of the state have made their way to this place for the annual convention of the Luther League of Minnesota. The sessions of the convention will continue several days, during which time a number of speakers of prominence will be heard. Reports to be presented to the convention show that the organization is in good condition, having made a gratifying gain in membership since the last meeting.

GOOD PROPERTY.

Sessions & Simpson have received some very encouraging reports from a mining property which they are developing in Northern California. A recent assay from a 53-inch vein goes \$62.50 to the ton. This was obtained from ore taken from a drift at the 20-foot level. It is a free-milling gold proposition. Within 60 days Mr. Simpson says that a five-stamp mill will be installed.

It Is Knowing

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