United States Engineer Returns, but Refuses to Say More Than That More Water Is Found.

Although unable to make any definite statement in regard to the depth of water found on the bar at the mouth of the Columbia river in the annual survey made by the United States enwho returned yesterday afternoon from 45 seconds east, he experienced a current of 1% miles an hour setting south yes. He said that the latty shows the southwest, in a direction as

greater part of the time that the work were so bad that it was impossible for the United States engineer steamer Arago to go out, and that time was well occupied in cleaning up what work was necessary inside the bar, says Mr. Schubert. The party left here a week ago Tuesday night for the scene of rations and the next day the survey was started. It required eight days less time than the survey of last year, when the party was out 18 days.

When questioned in regard to the pth of water found on the bar this year, Mr. Schubert said he was not in a position to give out the figures at present, but he expected the data would worked up during the early part next week, when it would be public. He said however, that they found more water on the bar than last year, at which time the depth at low captain Mo water was 26½ feet. It is probable that it will reach pretty close to 30 day night.

"We found the bar in better condi-tion than last year," said Mr. Schubert, "The jetty showing that it is doing work, and everything looked very The channel is in about the same location as was given in last year's survey or about one mile west We had a very smooth of the jetty. bar, which made it easy for us to push work through to completion in a much shorter time than heretofore."

Echo Successfully Launched.

Promptly at 8 o'clock yesterday afternoon the new gasoline towboat Echo, built for the Shaver Transportation ny, was launched at the yards of the Portland Shipbuilding company. After going into the water she was takin tow by the steamer Sarah Dixon and taken to the company's yards on the east side of the river, where she will have a little more work done to used for light towing and as a dispatch boat. She was launched without a hitch, a large number of people being at the yard to see her off the ways.

Movements of Naval Vessels. Movements of vessels of the United States navy have been reported to the local hydrographic office from Washington as follows:

Sailed from-Charleston for Southport, destroyers Stringham and Schago, June 13. Navy Yard, N. Y. for New York city, converted yatch Gloucester, June 13. Navy Yard, N. Y. for New Haven, gunboat Machias, June 12. San Pedro for Tiburon, Cal., torpedo boat destroyers Whipple Truxtun, Hill Stewart, June 13. Indian Head for Washingten, tug Rocket. New York city for due to arrive here tomorrow or Tues-

light to the artist.

Prairie, June 12. Cavite for Nagasaki, via Hongkong, collier Nanshan, June 12. Artived at—Tompkinsville, collier Vesta, June 10. Southport, N. C., torpedo bonts Poote, Bodgers, June 12. New York city, converted yatch Gloucaster, June 12. Hampton Roads, third class cruiser Mentgomery, June 13. Washington, tug Rocket, June 13. Monterey, gunboat Yorktown, June 13. Newport, torpedo boat destroyers Preston, Reid, June 13. Bluefields, transport Prairie, June 13. Cristobal, transport Prairie, June 13.

Notice to Mariners.

Hydrographic Office, Portland, Or., aine 18.—Obstructions to navigation. June 16, Captain Moore of the steamer Rosecrans, reports to this effice by wireless that on this date he passed a rough log, 60 feet long and 5 feet in diameter in a position 712 miles west northwest (mag.) from Point Reyes (this position lies in the steamer track.) Current reports, captain S. Goto, Jap-nese steamship Chicago Maru, reports that on May 2, 1910, from a position off Okinokami island, latitude 24 degrees 13 minutes, 30 seconds north, longitude 123 degrees 29 minutes, 25 seconds east, to a position off Yami island latigineers, F. C. Schubert, the assistant tude 21 degrees, 6 minutes, 30 seconds engineer who conducted the survey and north, longitude 121 degrees, 56 minutes, Astoria, said that they round more sur-er than was shown by last year's sur-southwest, in a direction opposite to the New. He said that the jetty shows that the land stream. Also on the same date between Yami island and Ibayat island The survey of the mouth of the river this year was made in a much shorter time than is usual, due to the good weather which prevailed during the greater part of the time than its land.

Notice to chart agents-The following was being done. Of the 10 days that charts are now available for sale by 78, 855a, 1253, and 2147.

L. B. M'NUL/TY.

Leyland Brothers to Stream. Having aboard in the neighborhood of 2,000,000 feet of lumber the British ship Leyland Brothers, Captain Morgan, dropped down through the bridges from the Inman-Poulsen mills yesterday af-ternoon to the lower harbor where she anchored in the stream opposite the North Bank dock. She was assisted through the bridges by the towboats Ogklahoma and No Wonder. The Leyland Brothers has a lumber cargo for South Africa, being under charter to the L. P. Lee Lumber company, and will probably leave down for the sea Tuesday on her first voyage for over two years. Captain Morgan thinks that he will have all of the sailors that he needs by Mon-

Elsa Sails for Manila. Laden with 2,895,000 feet of the pro duct of Oregon forests, the Norwegian steamer Elsa, Captain K. M. Worsoe, sailed last night for Manila. Her cargo which is being dispatched by Balfour Guthrie & company, is valued at \$35, 100. She is scheduled to leave the Eastern & Western mills, where she loaded her lumber at 7 o'clock last The cargo which is being transported to the Philippines by the Elsa

is for the United States government.

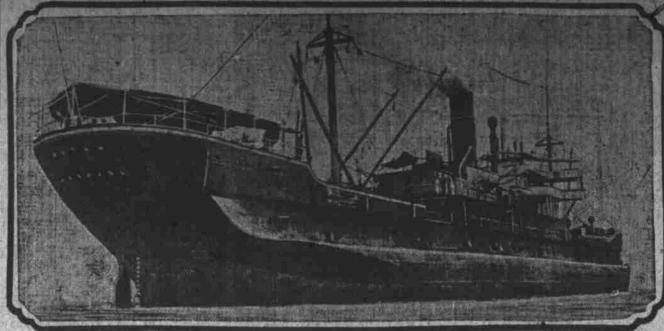
Tobey Leaves With Ties. In tow of the tug Dauntless, the converted bark Girard C. Tobey, Captain McLeod, left down from Stella at daylight this morning. She is lumber laden, having aboard 1,000,000 feet of ties for San Francisco. On reaching the Bay City she will take on another engine and some painting. Captain cargo of cement for this port and the Shaver said yesterday afternoon the expected her to be in commisting.

> Inverskip Reaches Yokohama.
>
> Laden with 3,638,568 feet of Oregon
> fir, the British steamer Inverskip, 3589 tons net register, Captain Hand, arrived at Yokohama yesterday 21 days out from Portland, according to a mer-chants exchange report. Her cargo, chants exchange report. Her cargo, which is valued at \$47,804, was dis-patched by the Pacific Export Lumber company and is destined for Japan ports and Manila. She sailed from here May

ALONG THE WATERFRONT

To load a cargo of lumber for trans-portation to China the Norwegian steamer Fir, Captain Marcussen, will be

TRAMP LOADING LUMBER FOR PANAMA



H. K. Hall, Am. sch San Franc

MARINE NOTES

Astoria, June 18 .- Condition at the

mouth of the river at 5 p. m., smooth;

wind south 8 miles; weather cloudy, Ar-

rived down during the night and sailed

The above cut shows the German feet of Oregon fir and will then pro-steamer Wotan, which arrived in port ceed to Puget sound, where she will June 10 to work a part of a cargo of complete her cargo. A part of her lumber for the government at Pan-ama. She will clear from this port the Eastern & Western mills and the later of the command of Captain Lorensen. She with in the neighborhood of 1,200,000 remainder is being worked at the Port- will clear for Balbon.

St. Nicholas, Br. 88 Antwerp
Thiers, Fr. sh. Antwerp
Titania, Nor. 88 Antwerp
Vincennes, Fr. bk. ... Antwerp day from Redondo. She is under charter to Hind, Rolph & company. Carrying passengers and freight, the steamer Geo. W. Elder was due to ar-rive last night from Los Angeles by

The United States gunboat Yorktown will be due to arrive at Astoria today. She is said to be coming there to take part in the regatta.

Invitations have been issued by the Willamette Iron & Steel works to the official trial trip of the new Port of Portland tug Oneonta, which will take place next Wednesday afternoon. In ballast the steamer Claremont,

Captain Christensen, sailed last night for Aberdeen to load lumber for Cali-Commander J. M. Ellicott, lighthouse inspector for the thirteenth district, left yesterday morning for Yaquina Hear where he will inspect the light

British steamer St# Dunstan Captain May, will be due to arrive in this morning from Honolulu to load a cargo of lumber for China, Major J. F. McIndoe, Major Jay J. Morrow and Captain Arthur Williams, all of the corps of engineers, United States army, will probably leave Monday for Lewiston, where they will make an inspection of the upper Snake river.

MARINE INTELLIGENCE

Regular Liners Due to Arrive. Bear, San Francisco June
Breakwater, Coos Bay June
Roanoke, Los Angeles June
Hercules, Orient June
Beaver, San Francisco June
Geo, W. Elder, San Pedro July

Regular Liners Due to Depart. Geo. W. Elder, San Pedro ... June 21
Breakwater, Coos Bay ... June 23
Eureka, Eureka ... June 24
Bear, San Francisco ... June 25 Beaver, San Francisco Vessels in Port.

Henrik Ibsen, Nor. 88...... Oceanic Nome City, Am. 88...... Albers Ninfa, It. sh. Prescott
Elsa, Nor. ss. Eastern & Western
Sark, Nor. ss. Inman-Poulsen
Johan Poulsen, Am. ss. Kalama
Joseph Pulitzer, Am. gas. sch. Ash st.
Leyland Bros., Br. sh. Stream
Washington, Am. ss. St. Johns
En Zoute With Cement and General En Eoute With Cement and General.
Amiral Cornulier, Fr. bk. Antwerp
Babin Chevaye, Fr. bk. London
Bayard, Fr. bk. Blasgow
Bidart, Fr. bk. Glasgow
Claus, Ger. sh. Glasgow
Claus, Ger. sh. Hamburg
Claverdon, Br. sh. Tyne
David d' Angers, Fr. bk. Hamburg
Glenholm, Br. sh. Antwerp
Hoche, Fr. sh. Liverpool
Iverna, Br. bk. Santa Rosalfa
Marechail de Castrus, Fr. bk. Tyne
Michelet, Fr. bki. Limerick
Notre Dame d'Arvor, Fr. bk. Antwerp
Scottish Moors, Br. sh. Antwerp

on Converted Bark May Be Damaged.

Rough weather was experienced by he converted bark Amy Turner for the first 36 hours after she left San Francisco, according to Captain Turloff, continually. It is thought that some a chance to be president. of her cement is damaged, as a piece of one of her channels was broken by else to do to make his living," said the the tug as they were leaving port, and applicant. she took some water through that,

During the first 24 hours after she left the Bay City the Amy Turner, which arrived here yesterday afternoon on her first trip to this port as a cement car-rier in the Ocean Barge & Towing com-pany's fleet, made only about 55 miles, and on the next afternoon after leav-ing San Francisco, which was Monday, she was only as far as Bodega Head. The tug Dauntless, which had her in tow, was having hard work to make any progress at all. Captain Turioff said that she rolled in the trough and labored hard, under water most of the On the third day, however, weather moderated somewhat, and as she neared the Oregon coast her prog-ress became faster and she reached the mouth of the river in two days' less time than it took the Girard C. Tobey to make the passage, occupying five

days to Astoria. It is feared that a considerable amount of her cargo of 1570 tons of cement is damaged by water, but it is not thought that there will be as much of it inhad about 2500 sacks wet. Her hatches had not been removed yesterday after-noon, but she will begin discharging Monday morning at Supple's dock.

This is the first trip of Captain Tur-

loff to this port for the last five years, his last voyage here being in the schooner Bangor, of which he was mas-ter at that time. He had command of that craft for five and one-half years, after which he took command of the barkentine Andromeda, remaining in her for over three years. During the last two years he has been ashore until he took the Amy Turner.

The Andromeda, which was the cap-tain's last vessel prior to his going into the Turner, was a craft of many vicissitudes and was first launched as a ship. Her rig was afterwards changed to that of a bark and she was renamed Kenyon and sold to the Norwegians. She afterwards went aground in the Hawaiian Islands and was sold to Charles R. Nelson & Co., who changed her into a barkentine, giving her the name of Andromeda. Afer several

Fears Expressed That Cement Would-Be Citizens Put on Thinking Cap During Simple Examination.

ical system were expressed by candidates for citizenship in Judge Morrow's department of the circuit court yestermaster of the craft, who said that she day. Henry Buckman was puzzled when ran into a stiff nor wester and a heavy he was asked what duties the vice preswesterly swell, which washed her decks ident has to perform while waiting for

"I suppose he has to have something

It was Buckman also who said he wanted to be a citizen so he can vote and hold office. United States Deputy District Attorney Hazard, who was conducting the examination, then wanted to know if Buchanan can ever be president, and if not, why not. The candle date gave the correct answer for at least one of the reasons, saying his foreign birth would prevent it.

eign birth would prevent it.

Hugo Henry Tannasee, proprietor of the Tannasee hotel and bar, caused some amusement by his evasion of the question to whether he had ever been arrested. Finally Judge Morrow stepped in and told him he must give direct answers. Tannasee admitted he was arrested once, but said it did not amount rested once, but said it did not amount to anything. He was pressed still further for particulars, and said he was fined \$15 for fighting several years ago

It also developed that Tannasee took out his first papers upwards of 20 years ago. He said he had simply neglected to attend to the matter of the second papers. His application was continued for one month to give him time to post up a little more on American govern

LOSES \$10,000 AS HE READS BASEBALL NEWS

Pittsburg. June 18.—Lemuel Larson, paymaster for a large industrial concern, lost \$10,000, it is said, through his interest in the baseball scores. He left the satchel containing the money in the street, while he absent mindedly bearing as a second secon boarded a car still reading the account of a double wallop of Cincinnati by

John J. Celto, proprietor of a small hotel at 6546 Penn avenue, noticed the satchel in front of his place and took it into the house, and on opening it he found \$10,000. Later Larson learned of

years she was condemned and, being dismantled, was converted into a coal Afer several barge.

Catania, from San Francisco. Sailed at 9:15 a.m., steamer Eureka, for Eureka.

Arrived down at 3 p. m. and sailed, steamer Beaver, for San Francisco. Ar-rived down at 4:40 and sailed at 6 p. m.,

steamer Breakwater, for Coos Bay.
San Francisco, June 18.—Sailed at 1
a. m., steamer Jim Butler, for Port-

land. Salled at 1:30 p. m., steamer Roan-

oke, for San Pedro; at noon, steamer

Victoria, June 18.—Sailed, British steamer Strathtay, from Columbia river,

Vancouver, June 18.—Sailed at 7 a. m., British steamer Coulsdon, for Portland

Tokohams, June 18.—Arrived, British steamer Inverkip, from Portland.
Brest, June 18.—Salled, June 15, French bark Buffon, from Swanses, for

Tides at Astoria Sunday—High water, 11:40 a. m., 6.3 feet, 11:55 p. m., 8.4 feet; low water, 5:28 a. m., 0.5 foot, 5:10

Lebanon Farmer Injured.

(Special Dispatch to The Journal.)

Lebanon, Or., June 18.-J. Q. Black-law, a prominent farmer living two

scaffold twenty feet and broke both bones of his right leg between the knee and ankle, besides sustaining bruises.

Silverton, Or., June 18 .- A contract

was let yesterday by the Fischer Flour-

north of this city, fell from a

p. m., 3.5 feet,

at 4:30 a. m., steamer Hoquiam, for ing Mills company for the construction Aberdeen. Sailed at 5 a. m., steamer of a 50-barrel cereal mill to be erected

Yellowstone, for San Pedro. Arrived in this city during the summer.

The true measure of progress is service, and we recognize that just as we are of service to you, just to that extent will the Union prosper. We do not hire our patients to come to us. What we do give is in the way of the very best service and material that money can secure.

> Painless and High Class Dentistry Crown and Bridge Work a Specialty

Out-of-Town People

Should remember that our force is so organized that we can do their entire Crown, Bridge and Plate Work in a day if necessary. Positively painless extracting free when plates or bridges are ordered. We remove the most sensitive teeth and roots without the least pain. No students, no uncertainty, but specialists who do the most scientific and careful work.

Lady Attendants



Specialists in Painless Dentistry

We keep in our employ only dentists of practical experience, who have spent years of study in preparing themselves in all branches of dentistry. When people visit Portland from out of town they must take advantage of the opportunity and have their dental work attended to. The Union Dentists have a full corps of old, timetried crown and bridge workers and painless extractors. And don't forget our prosthetic dentist in making up your mind where to go.



Gold Crowns\$3.50 to \$5.00 Porcelain Crowns\$3.50 to \$5.00 Gold or Porcelain Fillings\$1.00 UP

No charges for Painless Extracting when other work is done.

ALL Our Work Is PAINLESS and GUARANTEED

For the benefit of the people who are employed during the day, the UNION DENTAL CO. will keep its office open evenings until 8:30, Sundays from 9 to 12,

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HOURS 8 a. m. to 8 p. m., Sundays 9 to 12

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With it you can produce with little effort any effect known to music. A bench is not used; the operator is seated in a parlor chair. Your silent piano taken in exchange at full

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Unless the instrument itself is good, the player is valueless.

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neath the key bed, and can be removed and replaced in two minutes.