

BARGE WAKENA IS LAUNCHED, CROWD SEES NEW CRAFT

Big Spoon-Shaped Vessel Has 100 Horse Power Gasoline Engines—Carries 250 Tons of Freight.

Amid the cheering of a large number of people gathered to witness the ceremony, the large new barge, Wakena, was launched at the yards of the Portland Shipbuilding company yesterday afternoon at 3 o'clock.

More than a hundred people witnessed the launching of the new craft, which is an innovation to the waters of the Willamette and Columbia rivers, and the affair was pronounced a success from every point.

The Wakena was designed by Charles M. Nelson, of the Portland Shipbuilding company, and was constructed by the company for the Clatskanie Transportation company.

NAVIGATORS' NOTICES

U. S. Branch Hydrographic Officer Makes Report.

Captain Linquist, schooner O. M. Kellogg, reports sighting on May 13, in latitude 28 degrees 33 minutes north, longitude 123 degrees 7 minutes west, a mass of a large vessel floating end up and showing about two feet out of water.

Captain Fogel, tug Walter Hackett, reports a shoal of hard clay upon which there is 4 feet of water, about 200 feet by 300 feet directly in midchannel, extending from off Taylor's Bunkers to off Broadway, Oakland, Cal.

Captain J. L. Wilson, steamer William H. Murphy, reports sighting on May 26, when 10 miles southwest magnetic from Table Bluff, Cal., a large tree 50 feet long with roots extended six feet out of the water.

Captain H. B. Smith, steamer Daisy, reports that on June 2, when about 10 miles west northwest (true) of Yaquina Head he passed two large logs, one about 24 feet long and 1 1/2 feet in diameter and the other about 40 feet long and 2 1/2 feet in diameter.

Captain C. E. Kalstrom, American schooner Bellingham, reports that during the morning of June 2 he passed a number of big logs between Port Crescent and Port Angeles, Wash., and it looked as if some boom of logs had broken drift. They were bunched between Edis Hook Light and Race Rocks light.

BAR SOUNDINGS

U. S. Branch Office Receives Reports From Masters.

Columbia river bar, May 27, 23 feet chart plane. Captain George Bridgett, American Steamer Ascension.

Klamath river bar, June 2, 1911, 5 feet chart plane. W. T. Bailey, Requa, Cal.

Tillamook Bay Bar, June 1, 1911, 10 feet chart plane. The channel is now straight out—west 1/2 south and east 1/4 north whistling buoy and Garibaldi wharf. By A. Erickson, steamer Golden Gate, Portland, Or.

Hogue river bar, June 1, 1911, 4 feet chart plane. Channel shifting slightly to southward. A small island has formed to the southward of the channel. By Fred S. Gaughell, Wedderburn, Or.

Chocoma river bar, June 1, 1911—Chart plane 8 1/2 feet. Channel well to south. Sand spit extending outside north jetty on north side. By J. L. Kronenberg, Bandon, Or.

Cook Bay bar, June 2, 1911, 19 feet chart plane. Channel same. By M. Bendegard, tug Columbia, North Bend, Or.

TOW BOAT CRIPPLE D

Steamer No Wonder Has to Leave Raft of Logs.

While towing a log raft up from one of the sloughs on the lower river yesterday morning the steamer No Wonder, of the Shaw Transportation fleet, was crippled by an exhaust pipe which broke, and she had to tie the raft up at the lower end of Deer Island, three or four miles this side of Kalama, and come up to Portland for repairs.

SHIPPERS ARE WARY

Present Rate of 29 and 30 Shillings Not Enough.

Shippers are not over anxious to take sailing tonnage until they know conditions better. According to one of them they will not touch much tonnage at present rates of from 29 to 30 shillings. Two carriers offering yesterday at 29 shillings received no response, although it is said that some of the shippers would have been willing to figure at 28 1/2, which was the highest that they would consider. It is believed that there will be plenty of steam tonnage available during September and October at 25 1/2.

HAS STRENUOUS VOYAGE

Ethelwolf Suffers in Battle With Elements; Other Ill Luck. Northern advices state that the British steamer Ethelwolf, which is under charter to load a cargo of lumber at this port, had an exciting passage of

Big Dredge Will Deepen Channel at Burlington



Upper picture, view of Burlington; lower picture, dredge "North Bank," ready for work of dredging channel in Willamette slough.

With the towing of the new dredge North Bank to a point in the Willamette slough near Burlington, Portland's new industrial suburb, comes the announcement that the channel will be dredged immediately to a depth sufficient to safely float the largest vessels across the Columbia river bar.

Built for use in filling the bridges of the North Bank road along the Columbia river, the big dredge was towed to the Willamette slough where more than a mile of the channel will be dredged. As soon as the Columbia river falls the dredge will proceed to its work at the various bridges, returning to complete the work at Burlington in the fall.

Burlington's water front is three miles long. The sand taken from the channel will be used in filling in the low land at Burlington and thus prevent an overflow during high water in the Columbia and Willamette rivers.

Already several hundred feet of track has been laid from the Ban shingle mill at the south end of the property, to a point near the bank. This track will be extended the full length of the Burlington water front as the work of dredging progresses, and will eventually connect with the spur already built from the main line of the Spokane, Portland & Seattle line to Astoria and the beaches.

In an interview yesterday, G. M. McDowell, general manager of the Ruth Trust company, said that Burlington would be given every possible facility for the handling of freight. With the channel dredged an additional six feet, which will make it approximately 25 feet, a sufficient depth to accommodate ocean steamers, and with ample track-laying, Burlington will have both rail and deep sea shipping facilities capable of taking care of any number of new industries that may locate there.

The extension of the United Railways from Banks to the great timber belt will make Burlington the deep sea terminal for a district estimated to contain more than 2,000,000,000 feet. The United Railways pass through Burlington and tracks will be laid to handle all future business as it develops.

Burlington is 13 miles from Portland, with frequent service offered by the United Railways and the S. P. & S. railroad. "The work of dredging the ship channel will commence at once and industries located there will have every facility necessary for the rapid and economical handling of their products, as well as the raw materials," said General Manager McDowell.

The dredge North Bank, recently launched at the Supple ship yards, has a capacity of 100,000 yards per month and will carry higher and further than any dredge on the Pacific coast. Everything on the big craft was either made in Portland or purchased through Portland firms. William Geris, under whose personal supervision the dredge was built, says that it cannot be duplicated for less than \$100,000. A crew of 29 men is carried to handle the dredge while in operation.

The North Bank is 130 feet long, 34 feet wide and has a depth of hold of seven feet. The height of the dredge is 50 feet. The main engines have 500 horse power, with 250 additional horsepower given the dredge capacity to pump through one and one-half miles of pipe. The dredge operated under its own steam, carries its machine shop and electric plant. Three months will be required to complete the work outlined at Burlington at this time.

late and it is desired to get her out on schedule time. Fred De Rock, the Portland diver and wrecker, was sent to South Bend yesterday by Captain Albert Crowe, surveyor for the San Francisco Underwriters, to try and locate the leaks in the schooner, which stranded in Grays Harbor a few days ago while going out with a lumber cargo.

The power passenger schooner Anvil, Captain Weber, which is scheduled to arrive here June 21 from Bandon, will take out a cargo of cannery supplies for the Umpqua on her next trip which will be June 23. The supplies are being shipped by S. Elmore & Co., of Astoria.

Laden with 800 tons of cargo, the steamer Thomas L. Ward, Captain Peterson, arrived at Couch street dock yesterday afternoon from San Francisco. She had 400 tons of cement, 300 tons of asphalt and 100 tons of general freight. She will load grain and lumber for San Francisco.

Due to Arrive. Str. Geo. W. Elder, San Diego, June 18. Str. Breakwater, Coos Bay, June 19. Str. Golden Gate, Tillamook, June 20. Str. Anvil, Bandon, June 21. Str. Beaver, San Pedro, June 22. Str. Roanoke, San Pedro, June 23. Str. Sue H. Elmore, Tillamook, June 24. Alliance, Eureka, June 25. Str. Bear, San Pedro, June 27. Str. Rose City, San Pedro, July 2.

Due to Depart. Str. Roanoke, San Diego, Indefinite. Alliance, Eureka, June 18. Str. Anvil, Bandon, June 20. Str. Sue H. Elmore, Tillamook, June 20. Str. Breakwater, Coos Bay, June 20. Str. Golden Gate, Tillamook, June 21. Str. Geo. W. Elder, San Diego, June 21. Str. Rose City, San Pedro, June 22. Str. Bear, San Pedro, July 2.

Coasters to Arrive. Despatch, Am. str., San Francisco. J. B. Stetson, Am. str., San Francisco. J. A. Chanslor, Am. str., San Francisco. Shasta, Wm. str., San Pedro. Shoshone, Am. str., San Pedro. Yellowstone, Am. str., San Pedro.

Miscellaneous Vessels Enroute. Balboa, Am. sch., McJillines. Bannockburn, Br. str., Antwerp. Carondelet, Am. str., San Francisco. Ethelwolf, Br. str., Victoria. Ethel Zane, Am. sch., San Pedro. Hampton, Br. str., San Francisco. King Cyrus, Am. sch., San Pedro. Koon Haru, Jap. str., Honolulu. Louisiana, Am. bge., Lyndale. Oteric, Br. str., Seattle. St. David, Am. bge., Bandon. Wernher, Ger. str., Astoria. Strathlyn, Br. str., Yokohama. Titania, Nor. str., Victoria.

Grain Tonnage Enroute. Col. de Villabois Mareuil, Fr. Glasgow Jules Gomme, Fr. bk. Newcastle on T. Rene, Fr. bk., Newcastle, A. T. Rene, Fr. bk., Newcastle, A. T. Straithlyn, Br. str., Antwerp. St. Rogation, Fr. bk., London. Wernher, Ger. str., Astoria. Rene, Fr. bk., Newcastle, A. T. Kirkcubrightshire, Br. bk. Newcastle A.

Believes Proposed Ordinance Defective. Portland, Or., June 17, 1911. To the Editor of The Journal: Having occasion to examine the proposed new plumbing ordinance which would have passed the city council at its last meeting, but for the foresight of Councilman Eiding, I find it defective, ambiguous and dangerous. It is evident that it has been drawn in favor of the plumbing supply houses of this city, as its provisions are very rigid in regard to the weight of material used and will cause no end of dissatisfaction.

The powers of the plumbing inspectors are greatly increased and through its ambiguities will cause endless trouble and expense to both contractor and owner. By eliminating waste and vent connections with the lead bend or cutting and weakening of buildings and unsightly furring of walls and ceilings. In providing for heavier ferrules, solder nipples, clean outs, tubing, traps and other necessary fittings it will greatly increase the cost. The provision for walling cesspools is dangerous in allowing the brick to be set on edge, the writer knowing of one instance where a cesspool so constructed in Albina caused in and an aged woman saved herself serious injury only by hanging to an iron pipe leading into it.

Expert Piano Tuning. This is the time of year that pianos are tuned most advantageously. Eilers Music House tuners are expert in their line. Charges are reasonable. Telephone or call Eilers Piano House, now at Seventh and Alder.

WOMEN WRITERS TO HOLD BANQUET

Closing of Year's Work of the Women's Press Club is Interesting Event.

The closing of the year's work of the Women's Press Club of Oregon was marked with a memorial and centennial program, given last Wednesday evening in a committee room in the city hall.

Among the authors about whose lives and writings interesting facts and anecdotes were presented were Edward Everett Hale, Julia Ward Howe, Harriet Beecher Stowe, Elizabeth Stuart Phelps Ward, Myra Kelly, David Graham Phillips, Thomas Wentworth Higginson, Professor William James and O. Henry. The speakers of the evening were Miss Sarah Lyman, Miss Elvira Baldwin, Mrs. Evelyn Allen Atchison, Mrs. M. L. T. Hidden and Mrs. Addison.

The annual banquet of the club will take place Wednesday evening, June 28. A very interesting and educational program on photography was given under the auspices of the Washington High School Camera club at the home of its president, Dale Jewell, Friday evening.

PRACTICAL TALK ON PHOTOGRAPHY GIVEN

The early evening was passed with music and a flashlight was taken on the lawn. Dale Jewell gave a practical demonstration of the development of plates and films. Printing and re-development processes were shown by Freeman McNary with some views taken from the top of the Yeon building. Oregon strawberries and cream with cake were served on a prettily decorated table.

PLAY TELLS STORY OF MATINEE HERO

Vaudeville Sketch is Given a Public Rehearsal—Audience Applauds.

As vaudeville sketches go, "A Matinee Hero," perpetrated by Donald Bowles, added called "a satire on himself by himself," will average up pretty well after it is properly trimmed and sandpapered and otherwise smoothed.

"A Matinee Hero" tells a story of a matinee hero who loves a pretty girl whose father is a gruff old sea captain who wants to be shown that the matinee hero is a real one before he will consent to the marriage.

The principal trouble with "A Matinee Hero," is that it is too long. Cut to half its length and smoothed off in places, the sketch will be a good one. It will be different, anyway.

TONY ELMORE IS KILLED BY BULL RUN LANDSLIDE

(Special Dispatch to The Journal.) Oregon City, Or., June 17.—Tony Elmore, who was employed on construction work by the Mount Hood Railway company, was killed in a landslide near Bull Run at 5:30 Friday afternoon. He was working on the steam shovel.

Students on 85-Mile Hike. (Special Dispatch to The Journal.) Pacific University, Forest Grove, Or., June 17.—Five students of the university left on an 85 mile hike to Columbia, Ore. to be on hand for the Y. M. C. A. conference, Saturday morning. They took light packs and expect to make

the trip in two days. They went north from here by way of Glenwood, Buxton and Kist and plan to cross the Coast range through the Nehalem, reaching the coast by the Elk creek road. Those who made up the party were: Austin, Silverman, House, Murie and Bishop.

Pianos for the Summer. Pianos for summer resorts and beaches are obtainable at reasonable rental at Eilers Music House, now at Seventh and Alder.

GRADUATES

YOU young people are about graduating this year, and you relatives and friends of these young people—

MAKE a note now to select your graduation presents from the splendid variety of Gift Goods on display at Gill's.

Gill's

The J. K. Gill Co., 54 & Alder Sts. BOOKS AND STATIONERY

If you are soon to be a bride, don't delay a day to place your instructions with Gill's for your E-n-g-r-a-v-i-n-g.

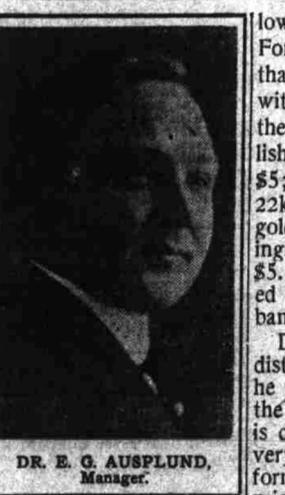
AND if you, reader, are a friend or relative of a bride-to-be, rely upon Gill's for y-o-u-r Gift.

WEDDINGS

ELECTRO PAINLESS DENTISTS. IT DON'T HURT A BIT. Illustration of a dentist examining a patient's teeth.

OPENING OF MY NEW DENTAL PARLORS. Finest Dental Parlors on the Coast Now Open to the Public. New Location, 313 1/2 Washington St., Cor. 6th. Entire Upstairs Corner Immediately Opp. Wilcox Bldg.

Dr. E. G. Ausplund, the pioneer dentist, proprietor of the Electro Dental Parlors, Fifth and Washington streets, has now opened at the northeast corner Sixth and Washington streets, in the newly constructed Lafayette building, what are conceded to be the finest dental parlors west of the Mississippi river.



work is so arranged that each patient has the same care and treatment as if the doctor himself had taken the case, because everything is done directly under his supervision. Owing to the volume of business done by the Electro Dental Parlors, rates have been reduced to the

lowest possible minimum. For the benefit of those that are not acquainted with the established prices, they are herewith published: Porcelain crowns, \$5; 22k gold crowns, \$5; 22k gold bridge, \$3.50; gold fillings, \$1; silver fillings, 50c; teeth with plates, \$5. All work is warranted for 15 years and best bank references given.

Dr. Ausplund wishes it distinctly understood that he feels that the success of the Electro Dental Parlors is due to the fact that the very best work is performed at very lowest prices. Patients are depended on for recommendations. The offices are open every evening until 9 o'clock. A cordial invitation is extended everyone to visit the new Electro Dental Parlors, formerly Fifth and Washington, now corner Sixth and Washington, northeast corner, opposite the new Wilcox building.