

RIVER CHANNEL IS NOW 27 FEET IN DEPTH, AT ZERO

Water Between Portland and Mouth of River Deep Enough for Most Any Vessel Coming to the Coast.

With the move of the dredge Columbia from Postoffice bar, in the Columbia river, to Henrietta bar, in the Columbia river, the Port of Portland dredgers will have completed the channel to a depth of 27 feet at zero water from Portland to the junction of the Willamette and Columbia rivers.

This not only means that the had places in the channel of the lower Willamette have been reduced a foot since last year, but it also means that at the present time there are few ships coming to this coast that could not negotiate it with ease, while at the present time the depth of water is sufficient for almost any craft that floats in Pacific waters. The depth at the present stage of water is 33 feet, 8 inches, according to Captain H. T. Groves, superintendent of dredges for the Port of Portland, who says that it will be several months before the water reaches the zero mark.

"I understand that the new dock commission intends to provide a place for material taken out of the local harbor, and as soon as they do the Port of Portland will clean out the harbor and give a depth of 30 feet at zero," says Captain Groves.

"This does not mean the channel shall be continued," but the entire harbor."

When she moves to Henrietta, Monday, the Columbia will commence a cut over the bar that will reach to 28 feet at zero, and the dredge Portland, which will be towed by the tug down to Reeder's crossing last Wednesday, will put a cut in there down to 28 feet. Both of these shoals in the Columbia were cut down to 27 feet last season.

In their work on the Columbia, the two dredges will operate on the present ranges from Batchelor's slough to Henrietta's.

While the dredges are perfectly willing to haul for any steamer coming up or down the channel, says Captain Groves, if the ordinary craft, which are perfectly able to operate in shallower water, especially on the present stage, would go around, a great deal more work would be accomplished, as the dredges would not have to stop their operations to make way for them. This could be easily done now, he says, as there is a stage of five or six feet above zero.

TORPEDO FLOTILLA IN PORT

Miniature War Vessels Come Up From Astoria on Two Days' Visit.

At 3:30 o'clock yesterday afternoon the first of three divisions of the torpedo flotilla which was the opening of the Centennial at Astoria dropped anchor in the local harbor between the Morrison and Burnside street bridges. The division, which is the fourth, is composed of the torpedo boat Lawrence and the destroyer Rowan, Lieutenant E. R. Ship in command of the Lawrence and the division, while the Rowan is commanded by Lieutenant R. F. Groves.

The miniature war vessels made the trip up the river under the guidance of Captain Harry Emken as pilot in seven and a half hours, the start from Astoria being made at 8:15 o'clock yesterday morning. The trip up the river as far as Reeder's crossing was a disagreeable drizzling rain but on the arrival of the boats in Portland Under Sam's men were agreeably surprised by the warmth of the sun.

Many small craft crowded about the two torpedo boats as soon as they came to anchor but as they were in the harbor off the foot of Stark street until next Tuesday morning there will be plenty of time for Portlanders to view them as it is expected that they will be open to inspection this afternoon.

The fourth division, composed of the boats now in the harbor, will leave down the river at 8 o'clock Tuesday morning and the second division comprising four boats will leave up Wednesday and remain until the morning of August 18 when they will return to Astoria. The first division, also of four craft, will leave Astoria on August 20 for Portland and will return to join the remainder of the fleet which is in command of Lieutenant Commander Richardson, on the twenty-third. The third division has gone south.

EDWARD KASTON DEAD

Foreman of Supple's Yards Dies After Brief Illness.

Word was received by Joseph Supple yesterday that Edward Kaston, foreman of his yards since they were started, had died at his home at Silver Springs station at 10 o'clock a. m. after an illness of a few weeks. Funeral arrangements will be made by the Odd Fellows here, as he will be buried under the auspices of that order. He was a native of Germany, and a youth followed the sea, coming to this port years ago on a whaling ship. When Joseph Supple opened his shipyards 16 years ago, Kaston entered his employ as foreman, and has occupied that position since until his last illness. He was 63 years of age at the time of his death.

ALONG THE WATERFRONT.

Laden with lumber for San Francisco, the steamer Chaco, Captain Jacobson, sailed last night from Oak Point.

To complete her cargo of lumber for Australia, the British steamer Coudon, Captain Welford, left down the river at 10 o'clock last night for Tongue Point.

When she arrived Saturday night from Tillamook, the steamer Sue H. Elmore, Captain Schneider, had a full cargo of general freight.

For a survey in order to determine what repairs will be necessary, the steamer San Jacinto, which went on the rocks while leaving Aberdeen over a week ago, will be raised on the Port of Portland drydock this morning.

To load lumber for the south, the steamer F. H. Leggett left down the river for Tongue Point about noon yesterday.

The Lake Line steamer Lucerne is expected to complete her Portland engagement of flour for the Orient, consisting of over 17,000 barrels, at the Portland flouring mills last night. She is scheduled to shift down to Linnton

When He Came to Waukon, Larson Walked On, Taking His Toothache



His friends could scarcely recognize him.

(Special to The Journal.)
Spokane, Wash., Aug. 12.—Jurors in the Spokane county superior court, to be convened the first week in September, will be called upon to decide what is a reasonable bail when a passenger, suffering from toothache, is ejected from a train and forced to walk 24 miles to enlist the services of a dentist.

John H. Larson, who is the central figure in this hard luck story, wants \$20,000 from the Great Northern Railway company for what is described in his complaint as "humiliation, shame, disgrace and physical pain."

Stated of his legal verbiage, the complaint sets forth that Larson boarded a Spokane bound train in Lincoln county on June 29, 1911. He was told by the ticket agent to pay the conductor, as there was not sufficient time to sell a ticket. On the train Larson tendered a \$20 gold coin, but

Conductor Stedman refused to accept it in payment of fare, saying the coin was spurious.

Larson had \$3.15 in silver, but that amount was not sufficient to pay his fare to Spokane, so the train was stopped and the passenger ejected. He sought the agent in the station at Waukon, pronounced "walk on," and was told the next train would be along in 14 hours, so he decided to follow the tip on the sign.

Meanwhile, the pain of the aching tooth became more aggravated, and when Larson reached Spokane, following the long hike on the grade, his jaw was swollen so his friends could scarcely recognize him, which continued until the offending molar was extracted.

Moreover, Larson says he found the gold coin was one of Uncle Sam's own make and readily obtained \$20 when he tendered it at a local bank. The corporation will contest the suit.

This morning to load 11,500,000 feet of lumber.

Carrying 60 passengers and 100 tons of freight, the steamer Breakwater, Captain Macgregor, arrived from Coos Bay at 5:30 o'clock last night. When she sailed Monday morning she will have 44 members of the Baltimore forestry school, who are out here to study some of the big trees of Oregon.

MARINE NOTES.

Astoria, Aug. 11.—Arrived at 6 and left at 8:30 a. m., steamer Breakwater, from Coos Bay; arrived down at 7 a. m., and sailed Gasoline schooner Bayocean, for Bayocean; left up at 8 a. m., two torpedo boats; arrived at 11:20 a. m., steamer Falcon, from San Francisco.

San Francisco, Aug. 12.—Arrived at 9 a. m., steamer Roanoke, from Portland; sailed at 9 a. m., steamer Yellowstone, for Portland; arrived at 11 a. m., steamer J. A. Chandler, from Portland; sailed last night, steamer Temple E. Dorr and F. S. Loop, for Portland.

Victoria, Aug. 12.—Arrived, Norwegian steamer Henrik Ibsen, from Portland.

Point Lobos, Aug. 12.—Passed at 11 a. m., steamer Shasta, from San Pedro, for Portland.

Hobart, Aug. 9.—Arrived French ship Jules Gomme, from Shields, for Portland.

Tides at Astoria Sunday: High water, 2:50 a. m., 8:15 p. m.; 3:22 p. m., 13 p. m. Low water, 9:00 a. m., 04 feet; 9:25 p. m., 1.8 feet.

MAKING INTELLIGENCE

Due to Arrive:
Str. Golden Gate, Tillamook, Aug. 13
Str. Bayocean, Bayocean, Aug. 14
Str. Alliance, Eureka, Aug. 15
Str. Rose City, San Pedro, Aug. 16
Str. Breakwater, Coos Bay, Aug. 17
Str. Sue H. Elmore, Tillamook, Aug. 19
Str. Roanoke, San Pedro, Aug. 20
Str. Beaver, San Pedro, Aug. 21
Str. Bear, San Pedro, Aug. 26
Str. Oregon, Portland, Sept. 1
Str. Kumerik, Orient, Nov. 13

Due to Depart:
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GUARDSMEN WILL HEAR TOMORROW CALL "TO ARMS"

Sunday Is to Be Spent in Camp After Hard Week; Saturday Sees Camp at Columbia Beach Deserted.

(Special to The Journal.)

Camp Summers, Columbia Beach, Or., Aug. 12.—Tomorrow most of the Oregon guardsmen will get more or less rest in camp after their hard week of maneuvers and parading. Monday will be declared, and from then on the men will eat and sleep with their arms close at hand. It is thought the first attack in the campaign against the forts at the mouth of the Columbia river will take place late Monday, and probably there will be a night attack.

Yesterday was a day of relaxation for the boys in camp, as there was no beating through the brush as in the day before in reconnoitering work. In the morning the first, second and third battalions of the Third regiment were out for regular battalion drills, incidentally working out a few moves in advance and guard formations. The work of advance and rear guard formations is one of the most important that has to be dealt with by troops in actual service, and the infantry, under the command of Major Deutler, derived much benefit from the instruction in this respect. Later in the morning Major Deutler instructed the men in attacking and flanking the enemy. Owing to the dense underbrush in this vicinity, nothing similar to be met out in the open, it is very difficult to maneuver troops, and both officers and men are getting in some hard ticks at duty under adverse conditions.

Men Quickly Grow Hard.

The boys are becoming hardened and seem able to keep up all right with the work, and it is not long before they will be able to turn out a regiment of efficient troops with a foundation such as the Oregon National Guard.

Yesterday afternoon the boys were given a field meet, as it was judged best to give them in easy day before their participation in the military day parades and exercises in Astoria today.

Results of Field Meet.

In the field meet held yesterday on the beach here, Company M of Salton carried off the honors by winning most of the 17 points contested for. Privates Schwartz of Company B and McCabe of Company C tying for the highest individual score, each winning 10 points. Company A of Baker took second place, and Company C of Hartmeyer took third place. The prize trophy cup was won by Company A for the best all around development of athletes.

The games consisted of shelter tent pitching, running, jumping, weight throwing, wall scaling and equipment races, and were closely watched by a large and interested crowd.

Today the camp had a very deserted appearance, with only a small corps of cooks to prepare the evening meals on the beach. The evening meals on the beach for the past two days, as the men have been in Astoria, and with four sick horses and a three-man guard has a very foreign appearance.

"PALACE OF SWEETS" TRUE IN NAME ONLY

(Special to The Journal.)

Everett, Wash., Aug. 12.—That the "palace of sweets" at North Yakima was anything but in keeping with its name when the domestic relations of Sarah C. Shlosberg and A. Leonard Shlosberg, owners, were considered, was the allegation of Mrs. Shlosberg in a suit filed today in the superior court, and asserted by her counsel, that she had secured an injunction restraining the husband from disposing of the "palace," which was purchased with her earnings, she says.

Washington Valuation

ON N. P. UP \$17,000,000

(Publishers' Press Leased Wire.)

Olympia, Wash., Aug. 12.—The valuation of the Northern Pacific operating department has been increased \$17,000,000 by the public service commission. Its true value will be reported to the state tax commission at \$127,250,000 this year as against \$110,300,450 in past years. The first valuation of the Northern Pacific was of \$13,000,000, made after a long investigation by the state railroad commissioners.

Journal Want Ads bring results.

GLAD HAND OF WELCOME AWAITS THE CALIFORNIANS

Trainload of Representative Men From Golden State Returns From Astoria to Portland Next Saturday.

Next Saturday a trainload of representative men of California, who have been attending the Astoria centennial, will spend the day in Portland, arriving here at 6 o'clock in the morning, and remaining until midnight. In the party will be officials of the Panama-Pacific International exposition, officials of the San Francisco Chamber of Commerce and the California Promotion committee.

An informal reception will be given the visitors at the Commercial club Saturday evening from 6 to 7 o'clock, which will be followed by an informal dinner.

The executive committee, which has charge of making arrangements for the day, is composed of H. Beckwith, president Portland Commercial club; Mayor A. G. Rushlight, H. M. Haller, president Chamber of Commerce; Julius L. Heller, chairman Oregon Commission for the Panama-Pacific exposition, and W. J. Hoffman, secretary of the Commercial club. The executive committee has appointed the following reception committee:

W. F. Johnson, general manager Sherman, Clay & Co.; E. L. Thompson, Hartman & Thompson; C. D. Brunn, general manager Blake-McCall company; L. A. Colton, general manager Pacific Paper company; Fletcher Linn, president Oregon Furniture Manufacturing company; A. H. Eilers, Eilers music house; F. W. Leadbetter, Oregonian building; J. C. Ainsworth, president United States National Bank; Theodore B. Wilcox, president Portland Flouring Mills company; H. L. Pittcock, Oregonian; Julius Burkholder, vice-president Wadsworth & Co.; I. Long, president Lang & Co.; C. F. Wright, Bailou & Wright; C. F. Berg, manager Lennon's; A. L. Fish, advertising manager Journal; M. C. Dickinson, manager Oregon hotel; A. Schell, Chapman Advertising company; F. S. West, manager Goodyear Rubber company; H. L. Keats, president Keats Auto company; Ira F. Powers, president Powers Furniture company; T. N. Stoppenbach, Lewis building; C. C. Colton, president Union Meat company, North Portland; W. J. Clemens, Commercial club building; C. A. Morden, business manager Oregonian; Dwight Edwards, president Dwight-Edwards company; J. E. Carroll, editor Telegram; R. V. Glaske, commission; Frank C. Riggs, automobiles; J. R. Rogers, printer; A. Allen Lewis, president Allen & Lewis; E. J. Hall, T. W. Jenkins & Co.; W. B. Ayer, president North Pacific Lumber company; F. H. Ransom, manager Eastern & Western Lumber company; Philip Buehner, Lumbermens building; William McMurray, G. P. O. W. R. & N. company; W. E. Conan, G. F. and P. A. S. P. & S. R. R. Co.; N. Nitchy, manager Crane company; Carl R. Gray, president S. P. & S.; Johnson Porter, Porter Bros., Railway Exchange building; A. R. Porter, Porter Bros., Railway Exchange building; J. P. O'Brien, general manager O. W. R. R. Co.; Fred S. Stanley, Stanley-Smith Lumber company, Railway Exchange building; Robert Smith, Stanley-Smith Lumber company, Railway Exchange building; Phil Meischen, J. R. manager Imperial hotel; Charles B. Merrick, postmaster, city; R. D. Inman, president Inman-Poulsen Lumber company; John W. Minto, Twohy Bros.; Twohy Bros., 219 East Sixth street, contractors; G. L. Campbell, Campbell-Sanford-Henley company; Roger B. Sinnott, Sinnott & Adams, Chamber of Commerce building; Harold W. Johnson, secretary Portland Ad club; C. S. Jackson, proprietor The Journal; W. F. Lipman, Lipman, Wolfe & Co.; C. W. King, Olds, Worthington & King; Edgar R. Piper, editor the Oregonian; J. Amund, manager, Postal Telegraph company; L. N. Fleischer, president

Miss Margaret Kelly, the New Hampshire young woman, who is the highest salaried woman employee of the United States government. Miss Kelly, who has just been appointed assistant director of the bureau of mints of the treasury department, receives \$3000 a year. "I can see nothing remarkable in the fact that a woman can do a man's work in this bureau," says Mrs. Kelly. "Any man with intelligence, energy and pluck, and that divine faculty of not gossiping about her work, can work up to any height in any industry."

Fleischer, Mayer & Co.; Hugh Hume, editor Spectator; Frank S. Grant, city attorney; George L. Baker, president city council; R. D. Carpenter, general manager; Joseph E. Ehrman, Mason, Ehrman & Co.; J. P. Plagemann, manager H. Liebes & Co.; A. C. Callan, manager Pacific Hardware & Steel company; Herman Wittenberg, vice president Pacific Coast Blauvelt company; Dr. J. R. Wetherbee, Tenth building; W. L. McRae, manager Bank of California; C. H. Henry, Henry building, real estate; Dr. H. I. Keeney, Medical building; Louis G. Clarke, Clarke-Woodward Drug Co.; Mr. Crawford, manager C. B. Moores Co., engineers; Henry Albers, Albers Milling company; R. W. Hoyt, president Portland Rose Festival; C. C. Chapman, manager promotion committee, Portland Commercial club; J. Fred Larsen, Understock & Larson Co., Henry building; B. S. Josselyn, president P. R. L. & P. Co.; Frank B. Kern, Wadsworth & Kern Bros.; J. W. Cook, Clarke-Cook Co., Board of Trade building; F. C. Knapp, secretary Peninsula Lumber company, Corbett building; George Lawrence Jr., treasurer George Lawrence Co.; S. D. Vincent, Chamber of Commerce building; B. O. Lively, vice president Portland Union Stockyards company, North Portland; Robert McPherson, W. G. McPherson Co.; George M. McDowell, Oregon Electric Railway company; Colonel James Jackson, U. S. A.; W. L. Morgan, Abbott building; Robert L. Stevens, court house; L. E. Wentworth, general manager Portland Lumber company; W. C. Bristol, Fenton building; John B. Yeon, Yeon building.

Members of this committee are requested to be at the S. P. & S. station, Eleventh and Hoyt streets, at 8:30 o'clock sharp, dressed for a long automobile ride. The committee has planned some surprises which will make the day doubly entertaining for the visitors as well as the members of the committee. Lunch will be provided for all. Clemens is chairman of the automobile committee.

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