

16

Oregon Trunk Crossing at Celilo to Be Completed by January 1, 1912.

# PIERS TO REST ON ISLANDS

Bridge Will Be Only One With Foundations Above Water-Ferry Connects North Bank and Oregon Trunk for Time Being.

Contract for the steel construction of the Oregon Trunk Rallway bridge at the crossing of the Columbia River at Cellio has been let to the Pennsylvania Steel Company. The steel for the structure

Company. The steel for the structure will weigh 4500 tons or 5,000,000 pounds. Work on the foundations for the plers has been under way for some time under a contract let to Porter Bros, and it is expected that the concrete work will be completed by March 1. The placing of the steel is to begin on that date. If possible, but it is believed that the bridge cannot be thrown open to rail-road iraffic before January 1, 1912. Porter Bros have completed the exca-vations for ten of the plers and have dilled the excavations with concrete.

filled the excavations with concrete.

"This \$1,000.000 bridge, which will give the Oregon Trunk Railway physical connec-tion with the North Bank or Spokane, Portland & Seattle Railroad, will in mome respects be the most remarkable structure in the country. The pscullar-sity of the bridge lies in the fact that the great river will be crossed with the foundations of every pler out of water during the ordinary stages of the river. Plers Rest on Rusky Islets

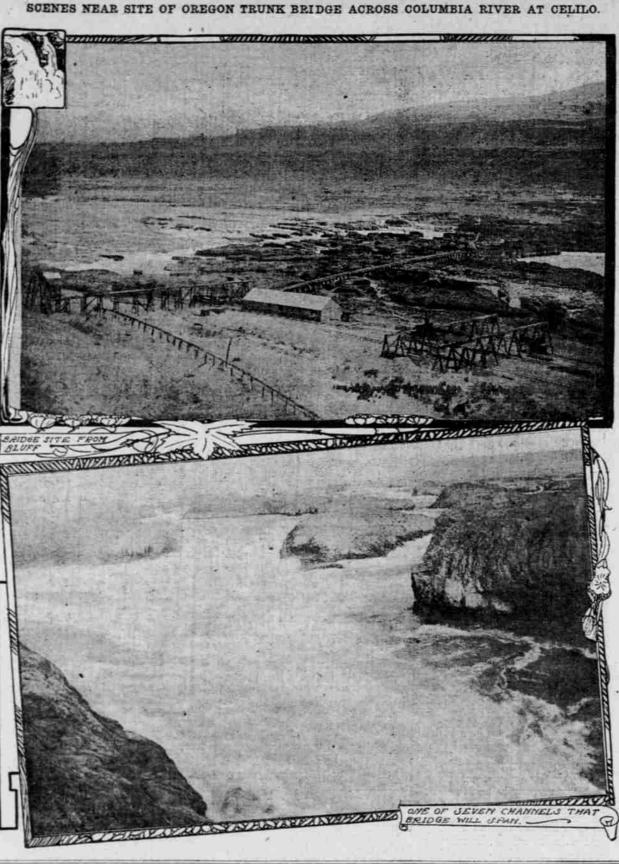
Piers Rest on Rocky Islets.

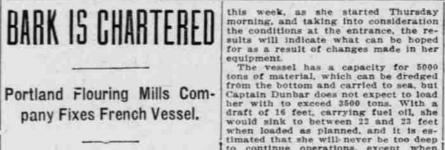
One mile west of Celilo, where the bridge site has been selected, the mighty waters of the Columbia are divided into watere of the Columbia are divided into several small and deep channels and run turbulently among walls of solid work. Seven channels will be crossed by trues spans of steel, six of which will be 25 feet long. The seventh and dongest span will be but 35 feet in Sensth. In addition the Government canal under construction at Cellio will be spanned and over this a draw 250 feet long will be swung. The plers are all to be constructed on the rock islands that divide the river into its numerous channels at that point. In addition to the trues spans the construction of a long steel viaduet will be necessary and for that purpose 17 100-foot plate-girder spans and five 75-foot plate-girder spans will be put in place, resting on as many concrete plers. concrete piers.

For nearly 12 months before the com-pletion of the Cellio bridge it is prob-able that the Oregon Trunk will be operating traine into Central Oregon up the Deschutes Canyon. During 1911 a ferry transfer will be in operation about four miles up the river from the bridge site, where the Columbia has a wide and comparatively smooth channel. This ferry will be put in operation this week for the purpose of transporting rails, this and bridge steel across the river from a station established on the north bank of the Columbia.

#### Ferry Carries Material.

Two long inclines or trestles, one on leach side of the Columbia, have been constructed on 5 per cent grades. Bails have been laid on these inclines and big scows constructed that will carry loaded cars. The cars will be transferred to the scows from the North Bank road, cline on the south bank and thence Four Grain Carriers Taken in Single Makaweli to Work South African





Portland Flouring Mills Company Fixes French Vessel.

> to continue operations, except when rough weather and a breaking bar make the outlook hazardous. ARRIVES BARK

> > BIG TRAMP TO START TODAY

and it is possible she may be sent there to discharge. The Columbia River Packers' Association's ship, St. Nicho-las, will be towed to Portland tomorrow to go on drydock, where her bot-tom will be recoppered and painted.

#### Much Wheat Awaiting Shipment.

Irving dock is reported to be piled from floor to roof and from one end to the other with new crop wheat, so that it is almost impossible to care for arriving cars. Every grain dock on the water-front has large quantities of the cereal, much of which will be moved to Cali-fornia during the next month, but at present the San Francisco market is aid to be heavily stocked.

Joseph Smith Buys Ferry Oregon. Custom-House officials have been ap-

Arrangements have been made to lift

In ballast from Honolulu the American

barkentine Makawell yesterday entered at the Custom-House. The steamer

Northland went to Linnton last

B. C. Ball, of the Willamette Iron

Movements of Vessels.

Gladness comes with a better under

standing of the transient nature of the

many physical ills which vanish be-

fore proper efforts-gentle efforts-

pleasant efforts-rightly directed and

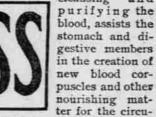
assisted by the pleasant laxative rem-

edy Syrup of Figs and Elixir of Senna.

Its beneficial effects are due to the

# SCROFULA HEREDITARY BLOOD POISON

Scrofula is a disease manifested usually by a swelling and ulceration of the glands, especially about the neck. It is almost entirely hereditary in its origin, being the dregs or remains of some specific blood poison. Where the blood is greatly weakened with the scrofulous poison, the disease attacks other portions of the system besides the glands, and then we see its effects in weak eyes, poorly developed bodies, running sores and ulcers, skin diseases, especially on the scalp, catarrhal troubles, etc. Scrofula usually makes its appearance in childhood, though manhood or womanhood may be reached before the poison progresses to the stage of outward manifestation. S. S. S. is the one real cure for Scrofula. It is a blood purifier without an equal, and it cures this destructive blood poison by removing every trace of the infection from the circulation. S.S.S., in addition to cleansing and



lation. S. S. S. increases the resistive powers of the system and by strengthening and building up the vitality, allows nature to make a perfect and lasting cure. Book describing the disease and any medical advice sent free to all who write. THE SWIFT SPECIFIC CO., Atlanta. Ga

City, for San Francisco and San Pedro. From Bainler, steamer Casco, for San Prancisco. Astoria, Sept. 22.-Condition at the mouth of the river at 5 P. M., smooth; wind, north-west 28 miles, weather, cloudy, Arrived at 6 and left up at 10:50 A. M., steamer Asuncion, from San Francisco. Salled at 7 A. M., British steamer Aymeric, for Hongkong, via Scattle, and steamer Golden Gate, for Tillamook, Salled at 7:10 A. M., steamer W. S. Porter, for San Francisco, Left up at 9 A. M., Brit-ish steamer Knisht of the Garter, Left up, at 11:20 A. M., British ship Glenaivo, Arrived at 9:50 A. M., Danish bark Denmark, from Honolulu, Arrived at 1 P. M., etcamer Elmore, from Tillamook. Sept. 23.-Salled last night, steamer Maverick, for Portland. Tacoma, Sept. 23.-Arrived-Steamer Tam-ple, from Seattle Salled-Steamer Buchman, for Sound ports, British steamer Spithead, for Australia, via San Francisco. Meth. Stan Francisco. Meth. San Francisco, Tertus, from Tillamook, Sept. 23.-Arrived-Panmonia, from New York. Punta Arenas, Sept. 23.-Arrived-President Lin-one. Methan Arenas, Sept. 23.-Arrived-President Lin-ton. Fallman, Sept. 23.-Arrived-President Lin-ton. Fallman, Sept. 23.-Arrived-President Lin-ton. Tas Palman, Sept. 23.-Arrived-President Lin-ton. Fallman, Sept. 23.-Arrived-President Lin-ton Seattle. San Francisco, Sept. 23.-Arrived-Steamer

for Scattle, San Prancisco, Sopt, 23.—Arrived—Steamers Chiro Maru, from Hongkong; M. F. Plant, from Coos Bay; Saginaw, from Willaps; Her-cules, from Hongkong; ships Sintram, from Naknek; Star of Alaska, from Chignik Bay; Star of France, from Cooks Inlet; schooner William Renton, from Gamble Sailed—Steam-ers Bandon, for Bandon; Oison and Mahoney, for Puget Sound; Geo. W. Elder, for Astoria, Los Angeles, Sept. 2.—Arrived—River-side, from Scattle; Wellesley, from Aber-deen.

deen. Seattle, Sept. 21.—Arrived.—Steamer An-tilochus, from Victoria, steamer Victoria, from Nome; steamer Queen, from San Fran-cisco. Salled.—Steamer Crity of Seattle, for Skagway; steamer Argyli, for San Fran-cisco.

## Tides at Astoria Saturday.

4:57 A. M. 4:32 P. M.

Both Speedy and Effective. Mr. Jacob Price, DuQuoin, Ill., found Foley Kidney Pilis to be both speedy in producing results and effective in action. He writes "I had backache for over a month, my kidneys were clogged had headaches with dizzy spells and specks floating before my eyes. After taking Foley Kidney Pills only a short time my backache disappeared, and I was no longer bothered with head-aches and dizziness. I sleep better, have a better appetite and am much better in every way. All this I owe to Foley Kidney Pills which have my heartlest recommendation." Sold by all

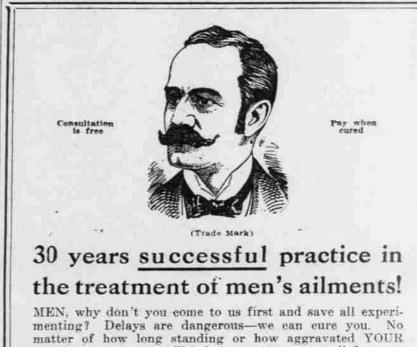


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treatment of VARICOSE VEINS, NERVOUS DECLINE,

INNER NERVE EXHAUSTION, SKIN DISEASES, KID-

shauled to the points along the line where the material carried by the cars is needed. A track-laying machine is on hand, and, when once started, tracklaying will proceed with short interrup-tions at only two or three bridges until the tunnel on the 12 miles of joint rall The tunnel on the 12 miles of joint rail-road at the Smith ranch is reached. It is probable that a longer tie-up will be caused there and it is now admitted that work on the tunnel will have to proceed with unusual rapidity for the railroad to be able to get its rails laid

to Madras by January 1, 1911. The contract for the steel at the first two crossings of the Deschutes River, which are at the Ox Bow near Sherar's wagon bridge, have been let also to the Pennsylvania Steel Company and this material will be delivered, it is ex-pected so soon that there will be no delays at the two crossings other than those occasioned by putting the steel in

ONLY PASSENGER CARS TO RUN

Stevens Says Oregon Electric Only

#### Asks Limited Franchise.

A franchise for an electric railway with traffic limited strictly to passen-ger cars is that asked on Salmon and Tenth streets by the Oregon Electric, according to a statement made yester-day by John F. Stevens, president of the road.

"In view of some inquiries which have been made," said Mr. Stevens, "I wish to state that the franchise which the Oregon Electric Rallway Company is asking on Salmon and Tenth streets, expressly prohibits the handling of freight, limiting the privileges to be given exclusively to passenger service. It also prohibits the use of steam, and surrounds the rights of the public with every safeguard experience would seem to dictate as necessary.

"As heretofore explained, the great bject to be attained is the bringing of the people from outlying towns into and taking them out of the center of the city. This will necessitate stops the city. This will necessitate stops at such points as may seem necessary, and any statement that the company intends to run trains without stops is misleading and entirely without warrant



The Canadian Pacific is making very low colonist rates to the Coast from Eastern points. For full particulars apply at 142 Third street.

#### River Business Continues Brisk.

Freight congestion on the Lower Columbia shows no indication of diminish-ing and the steamer Luirline, arriving yesterday, was so late reaching her dock that it was decided to omit the regular trip to Astoria, but she will leave on time today. The O. R. & N. has used the steamer Harvest Queen for three trips during the week to help the Has-salo, which was swamped with business.

#### Loaded Barge Passes Shoals.

Towing an oil barge fully loaded with fuel for the Willamette Fulp & Paper Company, the steamer Diamond O reached Oregon City yesterday and it is reached Oregon City yesterday and it is the first time on record that the barge, laden to capacity, has been delivered on such a low stage of water. Trouble is being experienced in ascending the River than was expected. It is thought Clackamas Rapids by all craft.

Week by One Concern and Other Vessels Are Added to

Fleet in Port.

DANISH

Four grain carriers chartered in a week is a record made by the Portland Flouring Mills Company, which ended yesterday with the engagement of the French bark Vincennes, the firm re-chartering the vessel from Hind, Rolph & Co., as the latter interests had fixed her for the round voyage from Ant

werp. The French bark Bayard, from Glasgow, the British ship Kirkcudbright-shire, from Newcastle, N. S. W., and the French bark Michelet, from Lon-don, were the others fixed, while the mill also has on its list the German ship Frieda and British bark Port Stanley, from Santa Rosalia, and the French bark Hoche, from Liverpool.

The Vincennes has been on the way 114 days and was reported passing Hobart August 27. She was fixed for early November loading and like other craft consigned to the same interests, she is assured of no delay so far as here troubles apply for late vesterlabor troubles apply, for late yester-day Theodore B. Wilcox, head of the company, signed a contract with the Grainhandiers' Union, which will expire April 1. As all but one of the ex-porting firms have signified their in-tention of entering into an agreement, the walkout is virtually at an end, ex-cept on the dock of Balfour, Guthrie & Co. Peter Kerr, of Kerr, Gifford & Co., yesterday informed Business Agent Tucker of the union, that he was ready to sign, and contracts were being pre-pared for the others.

The fiest in port was augmented by the arrival yesterday morning of the Danish bark Denmark, which came in from Honolulu after a run of 20 days. She is in ballast and will be towed to Linnton to discharge, after which she will begin loading wheat for the United Kinger and the state of the s

& Co The French bark Bidart, from Antwerp, also numbered among Thurs-day's arrivals, will start up early in the week and begin discharging in-ward cargo. The vessel is fixed for

sume labors on the docks.

at Mouth of Columbia.

ward cargo. The vessel is fixed for outward loading. As some of the grainhandlers left the city recently, when it appeared that exporters would not pay 40 cents an hour, there would be a shortage of men if a few ships were available for loading next week, but the absentees will be informed of the concession of the employers in accepting the new scale and will return at once to re-sume labors on the docks.

CHINOOK DOING GOOD WORK

jetty. The hauling of rock will be commenced Thorough Test Being Given Digger

Unofficial reports received at the of-Unofficial reports received at the of-fice of the Corps of Engineers, U. S. A., are to the effect that the dredge Chinook is operating to greater advan-tage at the entrance to the Columbia River than was expected. It is thought that she will work at least three days

Cargo and Hume Shifts. With the arrival last evening of the big British tramp Knight of the Garter. additional impetus was given the lum-Smith plans to continue the service. The China Import & er business.

#### Marine Notes. Export Lumber Company has arranged

cisco.

pany.

to start the steamer with six gangs this morning at Inman-Poulsen's mill and she will at least be among the J. Walter Ransom, general agent of the Harriman steamer lines, was listed as ill yesterday, suffering from a stubborn craft to clear early next month. The tramp grounded above the bridges while on her way to the mill, but was cold. After delivering coal supplies to light stations and vessels on the Washington coast, the lighthouse tender Manzanita yesterday arrived at Astoria. not damaged. On her last voyage the vessel loaded at the Eastern & West-

...................... Arrangements have been made to lift the American ship St. Nicholas, one of the Alaskan cannery fleet now at Astoria, on the Port of Portland drydock for cleaning and painting. STEAMER INTELLIGENCE.

Due to Arrive. Name, From, Dat Rose City, San Fedro, In p Northland, San Francisco Ir p Sue H. Elimore, Tilamook, Sept. Falcon, San Francisco Sept. Freakwater, Coos Bay, Sept. Golden Gate, Tillamook, Sept. Geo, W. Elder, San Pedro, Sept. Beaver, San Pedro, Sept. Beaver, San Pedro, Sept. Beaver, San Pedro, Sept. port port t. 24 t. 25 . Sept. 30 . Sept. 30 . Sept. 30 anoke

#### Sept. Scheduled to Depart. Name. Rose City Falcon....

For Data San Pedro Sept. 25 San Francisco Sept. 27 San Francisco Sept. 27 San Francisco Sept. 27 San Francisco Sept. 27 Tillamook Sept. 27 Coos Bay. Sept. 27 Ran Pedro Sept. 28 San Pedro Sept. 28 San Pedro Sept. 28 San Pedro Oct. 2 San Francisco Oct. 5 Hongkong Nov. 1 ue H. Elmore. Nome fil Enhore Northland. Golden Gate. Breakwater. Geo. W. Elder. Benvor Eureka Henr anoke. Rygja ...

PORTLAND, Sept. 23.—Arrived-British steamer Knight of the Garter, from Karatzu, steamer Asuncton, from San Francisco, Salled -Staamer Newport, for Bandon; steamer Nome

she will begin loading wheat for the United Kingdom, under charter to A. Berg. The British ship Glenalvon, which arrived in Thursday from New-castle, N. S. W., left up at 11:20 o clock yesterday morning in tow of the steamer Ocklahama and will go to the bunkers as soon as she has coal. She will load wheat for Kerr, Gifford Honolulu, is to shift today to Rainler for the remainder of her load. The British ship Claverdon, discharging general cargo here from Newcastle, England, will be included in the Octo-

ber lumber fleet, as she is under charter to the English firm of Heatley & Co., to load for South Africa. ROCK MAY SOON BE MOVED

Derricks at Quarry Ready to Take

### Out Material for Jetty.

ASTORIA, Or., Sept. 21-(Special.)-C. L. Houston has received word that the derricks had been erected at the Gari-baldi quarry, where he is to secure the rock for the construction of the Nehalen

as soon as the scales can be put in place which will be early in the coming week.

Bark Bidart Awaits Orders.

fact that it is the one remedy which promotes internal cleanliness without debilitating the organs on which it acts. To get its beneficial effects always buy the genuine manufactured by the California Fig Syrup Co.

company has sold its ferry, documented as the steamer Oregon, to Joseph Smith. The craft plles between Arlington and the north bank of the Columbia. Mr. Foley Kidney Pills which have my heartlest recommendation." Sold by all druggists.



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at the Custom-House. The steamer Nome City cleared for San Pedro with 350,000 feet of lumber, and the steamer Newport for Bandon with general cargo. We have every known remedy appliance for TREATING YOU. Our ex-perience is so great and varied that no Having completed loading cargo at St one of the aliments of Men is new to us.

Helens the steamer Yellowstone will sall from there at 9 o'clock this morning, bound for the Golden Gate. The steamer COME IN AND TALK IT OVER. COME IN AND TALK IT OVER. General Debility, Weak Nerves, In-somala-Results of exposure, overwork and other Violations of Nature's laws. Diseases of Bladder and Kidaeys, Vari-cose Veins, quickly and permanently cured at small expense and no deten-tion from business. SPECIAL AILMENTS - Newly con-tracted and chronic cases cured. All b u r n in g. fitching and inflammation stopped in 24 hours. Cures effected in seven days. Consultation free. If un-able to call, write for list of questions. Office Hours -9 A. M. to 8 P. M. Sundays, 10 A. M. to 1 P. M. only. to begin taking on lumber for San Fran-Steel Works, has returned from Victoria,

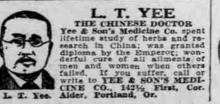
B. C., and reports that the contract for repairing the steamer Princess May was awarded to the Bullen Company for \$85,000. Mr. Ball will file a bid in connection with proposals for a new steamer for the Puget Sound Navigation Com-

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re-mebridge bidg. 1833 First St. reem 11. and 223 M Alder St. Chinasa koot and Herb Medicines. Cures Cancer, Rheuma-Heuma-Heuma-Heuma-Bropay, Catarrh Stomach. Lung. Liver and Kidney Troubles. All men and wom-Examination tree. Drugstore,



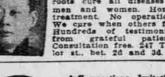
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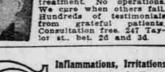
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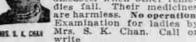


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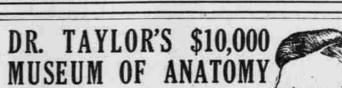
To keep the rivers of this country free from sangs and other impediments to navi-

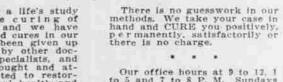
gation, the Government maintains a fleet of 30 steamboats and spends \$500,000 a year.

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