

STEEL CONTRACT FOR BRIDGE MADE

Material for Superstructure Will Begin Arriving About March 15.

PIERS BEING CONSTRUCTED

Agreement for Erecting Bridge Is to Be Awarded Early in Spring.

The American Bridge Company, of New York, the Harrison rail interests, have awarded a contract for all steel to be used on the superstructure of the new crossing being constructed to replace the Steel Bridge, and it is expected in the agreement that the first material is to arrive here about March 15.

The Union Bridge & Construction Company expects to terminate the contract for building the piers, abutments and other foundation work by March 1, but even should that undertaking be delayed there will be no occasion to hold back the steel portion of the work.

The work of filling concrete between piling drives in the frame of the pier located on the west side, and is progressing rapidly so that after it is permitted to set for three or four days the piling will be cut off and the concrete will be pumped out of the shaft to be water. Pier No. 4, which is located in deep water toward the east side, is being sunk rapidly and within another week is expected to be resting on the bottom, where the depth of water is over 100 feet.

When details are arranged concerning the placing of the piers, the contractors will proceed at once to finish that portion of the undertaking, which will afford an approach to the foot of Third street from the upper deck where all steam railroad traffic is to cross.

The completion of the pier will be hurried when the steel arrives and it is not doubted but that it will be ready for the public when Christmas rolls around.

COLUMBIA WILL BE REPAIRED

"Soft" Places on Hull to Be Replaced With New Planking.

For a minute examination of her hull, to determine the extent of repairs authorized last week, the Port of Portland tug Columbia will be lifted tomorrow on the St. Johns drydock and it will be the third time in eight years that she has been hauled out for dredging the hull and the treatment of her keel.

Superintendent Guyon said that the work places alongside the boilers where the hull was probably soft and would require replanking, while more soft material may be located where a large amount of work necessary to her machinery and, when ready to turn over to the Corps of Engineers, U. S. A., April 1, for dredging the hull and the treatment of her keel, the Columbia is expected to be almost as good as new.

Her operations have proved to the Commanders that she is of the proper type and size for local conditions, and when the proposed duplicate dredge is ready it will be possible to have a dredge in service always.

TRAMPS REPORTED EN ROUTE

Dunsmuir Is Fixed to Carry Lumber Cargo to Sydney.

Two more tramps are headed for Portland, according to advices received yesterday at the Merchants Exchange, the Norwegian steamer Elsa being reported arriving there from Newcastle, N. S. W., bound for Portland after discharging and the Norwegian steamer S. M. is reported from Redondo, having reported in. The Gurnsey is scheduled to later sail for this harbor. The Gurnsey arrived at Redondo, December 21, from Moscow, under charter to the Santa Fe Railway Company, and it is said she has been fixed to load lumber here. The Elsa has a coal cargo and it was known, but owing to the scarcity of desirable tonnage it is probable that she will take wheat.

J. J. Moore & Company yesterday took the British bark Dunsmuir to load lumber for Sydney. She will get away in March unless her charterers take advantage of the freight market and dispatch her from the northern harbor.

The German bark Goldbeck is ready to leave the lower harbor for Delagoa Bay with lumber as cargo, but her new assigned. The next carrier to leave lumber-laden will be the Potsdam and Speranza.

LEAK CAUSED BY NAILHOLES

Edith Is Being Redecked and Will Begin Towing Next Week.

Several nail holes, which had pierced the three-inch planking of the tug Edith, were responsible for mysterious leaks reported on the vessel last week and they have been plugged under the direction of Joseph Supple, who says that in the future every vessel repaired at his yards will be subjected to an examination of the hull after the work ends and that all holes will be filled, as it is the second instance this season in which careless workmen have left holes that caused trouble.

Owners of the Edith have decided that to repair her heavy decking, which was found to leak and was soft in places, would be a waste of time and funds, so she has been ordered redecked the entire length. This removal of the old planking disclosed the need of a few new frames and deckbeams, but her new deck forward was in place yesterday. Caulkers were immediately started working and she will leave the yards this week, bound for the Lower Columbia to engage in towing log rafts and other work for the camps interested in her.

LIGHTVESSEL ON LONG TEST

Commander Elliott Has Plans to Change Ships Outside.

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FAST BORING DONE

Cornelius Tunnel to Be Put Through by March 10.

SOLID ROCK ENCOUNTERED

Expensive Electric Plant Necessary for Operation of Work Trains and Drills—Peninsula Tunnel Nearly Complete.

Boring through a hill of solid rock a hole 18 feet high by 24 feet wide at the rate of 600 feet a month is the record being made by Porter Bros., who have the contract to construct the tunnel at Cornelius on the United Railways line. Since work on the tunnel was started the first part of last May, the formation at the head has been almost entirely solid rock. To cope with the situation, it has been necessary to use the latest improved and most powerful tunnel-driving machinery. For the operation of the work trains and the machine drills, an electric plant was installed at the west end of the tunnel at a cost of \$25,000.

The tunnel when completed will be 408 feet long and will cost more than \$400,000. Operations are in progress from both ends of the tunnel. The distance reached in December was 293 feet, trying the best month's record since the tunnel was started.

At the rate work is being conducted, it is expected that the head will be entirely through by the latter part of next month and the tunnel made ready for track-laying by March 10.

It is estimated means of the tunnel two miles will be cut off. A steep grade will also be eliminated, the present grade above the tunnel being from 35 to 40 per cent.

Work of discharging the disabled steamer Shma Yak, which struck as she was leaving the Columbia River Saturday, is being hastened. The tug will be lifted on the Oregon drydock Friday. Captain Albert Crowe held a survey aboard the craft last evening but the exact extent of her injuries will not be known until she is raised.

In the December statement of the Merchants Exchange the combined wheat shipments from Portland during the season 1910-11 are shown to be 5,611,454 bushels, against 2,772,473 bushels from Puget Sound. In December Portland floated, foreign and coastwise, 16,255 bushels and Puget Sound is credited with 1,229,139 bushels.

Entries yesterday at the Custom House include: Arrived—Steamer from Portland, steamer from Seattle, steamer from Tacoma, steamer from Astoria, steamer from Cannon Beach, steamer from Seaside, steamer from Clifton, steamer from Cannon Beach, steamer from Seaside, steamer from Clifton.

Movements of Vessels.

PORTLAND, Jan. 3.—Arrived—Steamer from Portland, steamer from Seattle, steamer from Tacoma, steamer from Astoria, steamer from Cannon Beach, steamer from Seaside, steamer from Clifton.

SEASIDE, Jan. 3.—Arrived—Steamer from Portland, steamer from Seattle, steamer from Tacoma, steamer from Astoria, steamer from Cannon Beach, steamer from Seaside, steamer from Clifton.

ASTORIA, Jan. 3.—Arrived—Steamer from Portland, steamer from Seattle, steamer from Tacoma, steamer from Astoria, steamer from Cannon Beach, steamer from Seaside, steamer from Clifton.

CLIFTON, Jan. 3.—Arrived—Steamer from Portland, steamer from Seattle, steamer from Tacoma, steamer from Astoria, steamer from Cannon Beach, steamer from Seaside, steamer from Clifton.

CANNON BEACH, Jan. 3.—Arrived—Steamer from Portland, steamer from Seattle, steamer from Tacoma, steamer from Astoria, steamer from Cannon Beach, steamer from Seaside, steamer from Clifton.

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POLICE PENSIONS ASKED

CHIEF RECOMMENDS THEM FOR SUPERANNUATED.

Proposed Charter Amendment Submitted Provides Adequate Retirement Salary.

Larger pensions for superannuated members of the police force are recommended by Chief of Police Cox, in his annual report, completed for transmission to the Mayor, by Secretary Cassey, yesterday afternoon. The report includes a draft of a proposed charter amendment to be submitted to the voters, providing a retirement salary of 25 a month in full three years; \$30 for the next three; \$40 for the third year; and \$50 thereafter.

In support of the proposal, the Chief says that every police officer in Portland's city has such a provision for his aged officers, the usual amount being one-half of the regular salary. He also recommends that the funds of the police and firemen shall be separated, the nature of the service being so different.

Two more motorcycles, for use in emergency calls and in checking speed violations, are recommended for purchase. The two in service have given excellent results, says the report.

Property values in the city recovered by the detective department within the year. Cases reported numbered 378, of which 590 were cleared up. The department reported an enormous increase in the duties of his department. He points with pride to the development of the Bureau of Identification under the Hon. Expert Hunter. He recommends that the three plain clothes officers on duty under him and one of the rank of sergeant, be raised to that grade, and that the salaries of the detective sergeants be raised from \$115 to \$125. He points out that his men have much extra duty and are subject to call at all times.

Discipline has been maintained, says Chief Cox, with some difficulty. Two officers were dismissed, one resigned rather than stand trial, five were fined, and others were reprimanded. The cost of the service was \$256,984.24.

There were 34 policemen appointed and 13 left the service, leaving the strength at the year's end 119 members. Of these 38 are employed otherwise than in the city at large and the number of men on beats is much too small.

NEWPORT MEN TAKE OFFICE

New Mayor Long Time in Public Service Previously.

NEWPORT, Or., Jan. 3.—(Special.)—A complete change of municipal officers took place with the first meeting of the city Council last night. George J. Wilcox, the new Mayor, who was elected without opposition, was for many years Assessor of Washington County and also served as Councilman and held other municipal offices in Hillsboro. He came to Newport last year and became actively engaged in business. The new Councilmen who became associated with him in the city administration are: J. S. Booth, Charles Saunders, F. O. Jones, M. A. Byrley, John Fogarty, Ed Stocker and Ed Seyler.

The past year has been one of many improvements in Newport, among the most notable of which was the installation of the new gravity water system and the

OREGON CITY DEBTS SEEN

Mayor Will Make Finance Important Item in Message.

OREGON CITY, Or., Jan. 3.—(Special.)—The annual report of City Recorder Dimick, which will be presented to the City Council next Wednesday night, shows a bonded indebtedness of Oregon City of \$2,294,771, and a warrant indebtedness in the general fund of \$2,475,258. In the real fund, there is a warrant indebtedness of \$15,738.65, and minor amounts outstanding in other funds.

Mayor Brownell will make the question of the city's finances an item in his annual message, which will also embrace recommendations for the removal of the street car tracks from the city, and the establishment of a fire alarm system and a more systematic method of improving streets. The new appointments of the Mayor will be announced Wednesday. It is understood that E. L. Shaw will be named as Chief of Police, and that C. S. Noble will be named as City Engineer. Attorney Stipp is expected to receive reappointment.

GIANT MERGER PLANNED

British Capital Backs Consolidation of Brewery Interests.

VANCOUVER, B. C., Jan. 3.—(Special.)—British capital is said today to be back of a giant merger which has for its aim the consolidation of all the brewing industries in British Columbia, including chiefly the breweries in Vancouver, Nanaimo, Westport and Victoria.

The new move is said to have originated from Nanaimo, where after a number of conferences, between the brewers the deal is said to have been successfully closed. Under the arrangement stated the breweries will remain under the present management, and the present shareholders will continue to hold a good portion of stock.

CENTRALIA Gets Vaudeville House. CENTRALIA, Wash., Jan. 3.—The Washington Hotel of Centralia, one of the best-known hostleries of Southwestern Washington, and known by drummers from the Puget Sound to the Columbia River, is being converted into a vaudeville house and moving-picture theater.

The owner, J. D. Rice, has secured a costly moving-picture outfit and is making arrangements with a well-known vaudeville circuit to secure a nightly attraction. The upper part of the house will be rented out as before. So the old Washington Hotel is in the hands of builders and the transformation will be complete in a couple of weeks.

Vancouver's Show Dates Set.

VANCOUVER, B. C., Jan. 3.—(Special.)—This year's Vancouver exhibition, the second annual event, will be held from August 1 to September 3, according to an announcement just made by the directors. It is expected that Premier Laurier will be again invited to open it. If the plans under way now are carried to a successful conclusion the exhibition will be far larger and better in every respect than that of last year, and will be the forerunner of an attempt to secure a Canadian National Exhibition for Vancouver during the following year.

Father Smith Goes to Albany.

ALBANY, Or., Jan. 3.—(Special.)—Rev. Charles M. Smith, who was recently ordained in Portland as a priest of the Roman Catholic Church, has been assigned as an assistant to Rev. Arthur Lane, rector of the Albany parish. Father Lane will now have two assistants to help in the work of the Albany

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