BIDS ARE FEW ON REBUILDING BOAT

Firms All Busy; Only Two Make Tender to Reconstruct Hull of Wenona.

CONTRACT PRICE IS $4395

Thompson & Stout, of Vancouver, Given Award — Proposals Also Received by Port of Portland for Stock and Supplies.

Prosperity has showered contracts on Portland shipbuilding firms with such a generous hand that only two tenders were filed with the Port of Portland Commission yesterday for rebuilding the hull of the tug Wenona, tender to the dredge Portland. When the Commissioners ascertained that the couple of bids represented the full strength of competition for the undertaking there was genuine surprise expressed and, as it transpired, the job was awarded to a Vancouver, Wash., firm, Thompson & Sound.

This firm offered to build the hull and shift the machinery and present cabin for a consideration of $4395, while Knutson, Abraham & Company, of Linnton, made a price of $6600. That there is not the most amiable relations between the bidders was made evident when Knutson, on leaving the Commission chamber, asked to scrutinize the specifications of Thompson & Sound. President Swigert asked Thompson if he was agreeable, and the latter replied that Knutson had the same gift of hearing as himself and he thought the first reading of the bid was sufficient. Knutson contented himself with reading the total.

Award Not Final.

Engineer J. B. C. Lockwood said that in view of the fact he was not familiar with the plant and facilities of the Vancouver concern, the award would not be finally made until he had inspected the plant, but he said he was convinced all was satisfactory.

It was bid day with the Commission, as numerous tenders were opened for supplying provisions to the dredges, tugs and other vessels during March, April and May. For $289 Page & Son will furnish fruits and vegetables and the Canyon Meat Market fresh and cured meats for $1535.25. On butter and eggs the La Grande Creamery Company was the only bidder, quoting eggs at 24 cents a dozen and butter at 29 cents a pound. Allen & Lewis was given the grocery contract for $1451.82 and the Northwestern Importing Company that for supplying tea, coffee and spices, of $112.20.

Low Bidder Not Contractor.

Though the Nott, Atwater Company bid $1646.50 for supplying the Commission with rubber dredge sleeves, the fact that the wares of the concern had not been tested here lost for it the contract, which went to the New York Belting & Packing Company for $1890. It was ordered that sufficient sleeves be purchased from the former plant so that in the future the wear of the sleeves would be a guide in purchasing.

There was presented from the office of Major McIndoe, Corps of Engineers, U. S. A., a lease covering the proposed operation of the dredge Columbia by the Government for about two months, beginning April 1, as the steamboat channel to the west of Swan Island will be dredged to a depth of eight feet. Last season the engineers were hampered in the work because the eight-hour law operated against Government dredges, but that ruling has been abrogated, so the digger can work day and night with the same crews as carried under the Port of Portland system.

As C. F. Adams, treasurer of the Commission, is absent from the city, he was given 30 days' vacation.

GOLDEN GATE MEETS ACCIDENT

Steamer Strikes in Tillamook Bay and Is Leaking.

Two mishaps in one visit to Tillamook Bay was yesterday's record by the steamer Golden Gate, the first when she rendered her wheel useless through resting on the bottom while lying at Garibaldi dock, and the second when in tow of the gasoline schooner Oshkosh she struck on Oxbow Bend and opened up at least one seam, causing water to pour into the hold, but her pumps proved of sufficient capacity to keep her fairly free.

It is proposed to beach the vessel at high tide and make what repairs are possible and she may have to be docked on returning here. It is the last voyage of Captain Levi Snyder as master. Captain Errickson, formerly of the steamer Northland, having been signed to assume command. Captain Errickson said yesterday that he would take the vessel at the first opportunity. He has enjoyed wide experience on the Coast, and Captain O. W. Hesford, managing owner of the Golden Gate, says that there will be no reason why the coming season should not be decidedly successful with the vessel.

NEW LINE WILL HAVE AGENT

Traffic Manager for Bates & Cheesebrough Due Soon.

In advance of the steamer Stanley Dollar, which is due in Portland February 21 with the first cargo handled by the California-Atlantic Steamship Company, Traffic Manager Chapman will reach the city in a few days to appoint an agent. A permanent schedule will then be announced covering the arrival and departure of vessels north of San Francisco.

The Stanley Dollar left Balboa February 3 and arrangements have been made to discharge her cargo at Albers dock. While future dockage facilities have not been determined, it is thought that the fleet will patronize berths at Albers. The latest schedule of the American-Hawaiian Steamship Company, which is the direct opponent of the Bates & Cheesebrough line, covers the arrival and departure of the steamer Falcon here until November and the sailings are every 12 days. Bates & Cheesebrough will operate on a faster schedule to San Francisco and perhaps Portland will be given a service as frequent as that of the Falcon.

ALEXANDRA LOADING RAPIDLY

Elfrieda Will Finish Wheat Today and Invermay Arrives.

In stowing aboard 255,000 feet of lumber in a day at Inman-Poulsen's through loading from both the stream and dock and building the piles of material on deck as well as in the hold, the British tramp Queen Alexandra is making such headway that Captain McDonald says that if the vessel is not well on her way to China in two weeks he will be disappointed.

Through a delay in arrival of the tramp, due to an accident that necessitated repairs being made in the north, her cargo at Inman-Poulsen's was ready, and more to be taken on at the Portland mill has been piled on the dock, so she will not be detained after shifting across the stream. It is unusual for carriers to be given such dispatch with lumber. She will carry about 3,500,000 feet.

In the grain fleet the German ship Elfrieda is taking on the last of her wheat and will finish today. The French bark Bossuet made two moves yesterday to load, first going from the elevator to Martins dock and then to Montgomery dock No. 2. The British bark Invermay, which crossed into the river Wednesday from Junin, left up yesterday in tow of the tug Wallula and was transferred to the steamer Ocklahama at Westport. She will be at Linnton today. The French ship David d'Angers finished discharging yesterday and went to Linnton to unload a small lot of ballast.

Chester Stops Running.

Even the famed lightdraft steamer Chester has at last been forced off the Kelso-Castle Rock run by conditions on the Cowlitz River, for the Kellogg Transportation Company yesterday ordered her out of commission to tie up at Kelso, because the stream stood at but an inch above extreme low water. Last week the Chester was unable to reach Toledo with ease and finally that point was eliminated from the schedule. The situation is unusual at this season and unless heavy rains set in, it is feared that the river district will be without transportation facilities for some time.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From	Date.
Yosemite	San Francisco	In port
Beaver	San Pedro	In port
Anvil	Bandon	Feb. 10
Sue H. Elmore	Tillamook	Feb. 12
Breakwater	Coos Bay	Feb. 12
Geo. W. Elder	San Pedro	Feb. 12
Bear	San Pedro	Feb. 12
Golden Gate	Tillamook	Feb. 12
Hercules	Hongkong	Feb. 13
Falcon	San Francisco	Feb. 13
Alliance	Eureka	Feb. 16
Rose City	San Pedro	Feb. 17
Strathlyon	Hongkong	Feb. 18
Roanoke	San Pedro	Feb. 19

Scheduled to Depart.

Name.	For.	Date.
Beaver	San Pedro	Feb. 11
Yosemite	San Francisco	Feb. 12
Anvil	Bandon	Feb. 12
Breakwater	Coos Bay	Feb. 14
Sue H. Elmore	Tillamook	Feb. 14
Golden Gate	Tillamook	Feb. 14
Geo. W. Elder	San Pedro	Feb. 15
Hercules	Hongkong	Feb. 15
Bear	San Pedro	Feb. 16
Falcon	San Francisco	Feb. 18
Alliance	Eureka	Feb. 18
Rose City	San Pedro	Feb. 21
Roanoke	San Pedro	Feb. 22
Strathlyon	Hongkong	Mar. 1

Cold on Middle Columbia.

Captain "Ernie" Kellogg, who yesterday returned with the steamer Hoo-Hoo from the Middle Columbia, having gone within a few miles of the Cascades, says that when he saw the hills towering 3000 feet above the river covered with snow from the edge of the bank to their crest, he marveled at climatic conditions that made it possible for Winter to continue there while Spring weather is being enjoyed in Portland, less than 60 miles away. Tuesday night men on the steamer had to get steam up three times in order to keep warm.

Marine Notes.

Cargo for the schooner King Cyrus, which has reached the river from the south, will be loaded at St. Helens.

Pilot Joe Allyn yesterday reported at the office of the Columbia River pilots that a spar buoy at Knapps had gone adrift.

In tow of the steamer Ocklahama, the schooner Virginia was moved into the stream from Westport yesterday, being lumber-laden for San Francisco, and she was later taken to the lower harbor by the tug Wallula.

Frank Bollam, passenger agent for steam schooner owners, and who handles tickets on the independent vessels, was yesterday appointed city agent for the gasoline schooner Anvil, plying from Portland to Oregon coast harbors south to Bandon. She will sail Monday.

Captain Buchanan, superintendent of the Open River Transportation Company, yesterday said that the steamer Inland Empire would resume operations February 22, plying between Celilo and Pasco, Kennewick and Priest Rapids. The steamer Twin Cities may go into service again as far as Lewiston March 1.

To load lumber at Everett, Wash., for San Francisco, the steamer Thos. L. Wand yesterday cleared at the Custom-House and sailed last night in ballast. The steamer Rosecrans cleared for San Francisco. The Wand entered in general cargo and the Rosecrans with 18,000 barrels of fuel oil, both from the Golden Gate.

It was yesterday unofficially learned by attaches of the Portland & Asiatic Steamship Company that the Oriental liner Hercules had been detained at San Francisco in quarantine for a time, her hold being fumigated to kill rats. The San Francisco authorities have taken that precaution to prevent another outbreak of plague, as cases are so numerous in the Far East.

Movements of Vessels.

PORTLAND, Feb. 9.—Arrived—Steamer Yosemite, from San Francisco. Sailed—Steamer Rosecrans, for San Francisco; steamer W. S. Porter, for San Francisco; steamer Thos. L. Wand, for Everett.

Astoria, Feb. 9.—Condition at the mouth of the river at 5 P. M., smooth; wind, east 18 miles; weather, raining. Arrived down during the night—British ship Celtic Glen. Left up at 6 A. M.—British bark Invermay. Arrived at 7:15 and left up at 9:40 A. M.—Steamer Yosemite, from San Francisco. Sailed at 9 A. M.—Steamer Roanoke, for San Diego and way ports. Arrived at 2 A. M.—Steamer General Hubbard, from Eureka. Arrived at 9:35 A. M.—Schooner King Cyrus, from San Pedro. Sailed at 1:20 P. M.—Steamer Alliance, for Coos Bay and Eureka. Sailed at 3 P. M.—Steamer W. S. Porter, for San Francisco.

San Francisco, Feb. 9.—Arrived at 4 A. M.—Steamer Tamalpais, from Portland; at 5 A. M.—Steamer Rose City, from Portland. Sailed at midnight—Steamer Washington, for Portland. Arrived at 10 A. M.—Steamer Bear, from San Pedro.

San Francisco, Feb. 9.—Arrived—Steamers F. S. Loop, from Tacoma; Tamalpais, from Astoria; Rose City, from Portland; President, from Victoria; Admiral Sampson, from Seattle; Claremont, from Willapa; Casco, from Columbia River. Sailed—Steamers Asuncion, for Vancouver; G. C. Lindauer, for Grays Harbor; schooner Honolpu, for Hana.

Seattle, Feb. 9.—Arrived—Steamers Eureka, from Humboldt; barge Diamond Head, from San Francisco; steamer Casfa, from Comox; steamer Umatilla, from Sound ports; steamer City of Seattle, from Eagle Harbor. Sailed—Steamers Watson, Col. E. L. Drake, for San Francisco.

Singapore, Feb. 9.—Arrived previously—Protesilaus, from Tacoma.

Punta Arenas, Feb. 8.—Arrived—Amman, from Hamburg for Tacoma.

Hongkong, Feb. 9.—Arrived previously—Mongolia, from San Francisco.

Falmouth, Feb. 8.—Arrived—Penrith Castle, from Tacoma.

Tides at Astoria Friday.

High.	Low.
10:35 A. M....9.5 feet	4:40 A. M.....4.4 feet
	11:27 P. M.....0.7 foot

Work Starts on School.

ELMA, Wash., Feb. 9.—(Special.)—Work began today on the site for the $40,000 school building, on West Main street.

LINE TO REDMOND NEAR COMPLETION

Operation of Trains to New Terminus Is Expected Next Summer.

TRACKS WAIT ON BRIDGES

Two Difficult Engineering Feats Involved in Spanning of Willow and Trout Creeks—Further Work Is Probable.

Work on the Deschutes Valley road of the Harriman system has progressed so far that the operation of trains to Redmond, the terminus of the line, is possible early in the coming Summer.

Rails have been laid to the north bank of Trout Creek, 85 miles south of the Columbia River. Track laying is held up at the point to permit the construction of the viaduct across Trout Creek. Grading beyond that place has been completed and as soon as the chasm is bridged the crews that place the steel in position will proceed at the rate of more than a mile a day. Their next natural barrier will be Willow Creek, 102 miles south of the Columbia, where another viaduct will be constructed.

From that point to Culver Junction construction work will be comparatively easy. The road south of Culver Junction to Redmond, a distance of 20 miles, will be operated jointly by the Hill and Harriman systems, although it will be built and owned by the Harriman interests.

Bridges Are Difficult.

Spanning Trout Creek and Willow Creek entails some difficult engineering work. The first bridge will be 550 feet long and will be 100 feet above the bed of the stream at high water.

The Willow Creek viaduct will be greater in both length and height than the one over Trout Creek. This structure will be 1050 feet long and 250 feet high and will be built of solid steel. An outfit will be started south from the present base of operations to start preliminary work on the approaches to the bridge next week.

In this construction work methods somewhat different than those used on some other bridge construction in the Northwest will be employed. The piers will be sunk into the bottom of the streams and made to project only a few feet above the water—just high enough to be above the high water mark. The main supports of the superstructure, then, will be built of steel. The material for this work already has been ordered and will be on the ground within a few weeks. It is figured that six weeks will be required to complete each bridge. Track laying between the two streams proceeds at a comparatively rapid rate.

Track Used Jointly.

In building south from the Columbia River the Harriman line occupies the east side of the Deschutes River, while the Hill road is built on the west bank. At a point 71 miles south of the Columbia the Hill system crosses to the east side and for ten miles both lines will operate over a joint set of rails.

At the 81-mile post the two lines branch out again and run over separate tracks to Culver Junction, 130 miles south of the Columbia. From Culver Junction to Redmond the grading has been completed and track-laying depends upon the time the bridge across the Crooked River is finished. This structure will be put up by the Hill interests and will be of a single arch, 320 feet in length and 300 feet above the bed of the stream. Both systems will operate their trains across it.

Construction trains alone are now operating from the O.-W. R. & N. Co. line to Willow Creek, but as soon as the road is completed to Redmond a regular freight and passenger service will be placed in effect. It is yet too early to determine the time when Redmond will be reached, but Portland Harriman officials are confident that they will be able to operate into that city early in the Summer.

This will complete the Central Oregon project of the Harriman system as at present outlined, but it is believed that in view of the heavy appropriations voted by the Union Pacific directors at New York last week this is only the beginning.

Redmond Center of Progress.

Redmond, it is expected, will be the center for extensive developments by this system that will reach all parts of the state that are now without and in need of railroad connections. The line from Redmond to Odell—on the Natron-Klamath cut-off of the Southern Pacific—has been projected and is included in the list of improvements authorized by the Eastern men last week. That this will be built within the next few years is the belief of local railroad men.

According to plans already outlined in the executive office of the company the proposed line from Vale, in the eastern part of the state, to the Southern Pacific, also is expected to connect with Redmond.

All the work done thus far has been done under the direction of the company itself. Even the bridges that have been built so far have been put up by Harriman engineers. The plans for the Trout Creek viaduct also provide for company work. The Williams Creek span may be given out under contract.

High School Paper Started.

VANCOUVER, Wash., Feb. 9.—(Special.)—The Vancouver Oracle, a monthly publication by the students of the Vancouver High School, is the latest periodical to be started here. A staff has been elected to act, as follows: Editor-in-chief, Clarke Fales; Henrietta Schane, associate editor; Bertha Lynch, literary editor; Louis Winters, sports; Frances Riggs, news; Frances Barrett, society; Cecil Knapp, business manager; James O'Donnell, advertising, and Shirley D. Parker, faculty advisor.

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Weak, Swollen, Sagging, Knotted, Wormy-like Veins, Clotted Stagnant Pools of Impure Blood, Weak, Nervous, Low Vitality, Mental Depression.

We daily demonstrate that VARICOSE VEINS can be cured without severe surgical operation. Beneficial effects are immediate. Pain quickly ceases, enlarged veins rapidly reduce, healthy circulation speedily returns, and strength, soundness and robust health are soon restored.

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The complicated ailments of these organs are rapidly overcome. There is no guesswork about it. We remove every obstruction, stop every waste, allay all irritation and inflammation, revitalize the weakened organs and soon accomplish a safe, thorough and permanent cure.

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Rash, Copper-colored Spots, Eruptions, Ulcers, Sore Mouth or Throat, Mucous Patches, Swollen Glands, Falling Hair.

Our NEUCLEU-ATOXYL treatment for SPECIFIC BLOOD POISON leaves no injurious after effect. It does not "lock in" the poison, but drives it out of the system, so there can be no comeback. Being a Blood Purifying, Blood-Making, Blood-Cell Remedy, it gives the patient a pure, fresh Blood Stream, and restores him to normal health.

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The cause of Nervo-Vital Debility, as well as its evil effect upon the physical, mental and other powers, is familiar to all afflicted men. The symptoms need not be enumerated.

We want all ailing men to know that our ANIMAL EXTRACT treatment is the ideal remedy for NERVO-VITAL DEBILITY. It does not stimulate temporarily, but restores permanently. All disagreeable symptoms soon disappear, nerve energy is regained, self-respect, self-confidence and self-control return, and the patient is prepared for a new period of life.

RUPTURE AND RECTAL

Rupture or Hernia, Piles, blind bleeding, itching or protruding; Fistula Ulcers and

Our proven methods make hospital operations unnecessary. In most cases no pain or detention from business. We guarantee quick relief and positive, permanent cures.

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You Run No Risk—I Will Treat You Free for one week if you desire to prove that I can cure you. I have spent thousands to develop my treatment and I know what it will do. Don't experiment elsewhere. Try my treatment free, and be convinced that I can cure you.

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You should learn—and the sooner the better—that what may seem a trivial case very often has most serious and far-reaching effects. The man who tries to be his own doctor is always the patient that later comes to the specialist with the chronic, stubborn, deep-seated case, which is the hardest kind to cure. I cannot hope that all men will accept my statement that the quickest, the safest and cheapest way is by consulting an expert specialist in men's ailments at once, but the intelligent man will readily be convinced of the value of this advice upon investigation.

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