## BIDS TO BE SORTED

Proposals to Equip Dredge Many and Complicated.

SELECTION IS DELAYED

Port Commission Assigns Engineer to Segregate Tenders-Committee Direct Repairing of Pontoon That Sank.

Proposals to install machinery in the new steel hull of the dredge Columbia. which were opened yesterday by the Port of Portland Commission, were so numerous and complicated that no declision was reached. The Commission voted to assign the documents to J. B. C. Lockwood, designing and consulting engineer of that body, to segregate, and he will submit a draft of them to Commissioners S. M. Mears, R. D. Inman and Captain E. W. Spencer in advance of the require meeting tomorrow. vance of the regular meeting tomorrow afternoon, when contracts may be

nwarded. The headquarters of the Commission were througed with representatives of machinery and rubber firms. Specifications called for figures on main reciprocating engines, turbines, winding engine, winding machinery, 20-inch centrifucal pumps, a circulating pump, bollers, sanitary pump, two boller feed pumps, a fire pump, two air pumps and a condensor.

Prices on Various Makes Given,

Prices on Various Makes Given.

Prices were given on different makes, alternates and aubstitutes to those specified, so it was deemed best to get all in order before submitting them to the full beard. Commissioners Fred Pendicton, Captain J. W. Shaver and R. D. Imman were named to take charge of a dozon bids on rubber dredge sleeves and report at tomorrow's meeting. Some of the proposals were for the entire lot of three-foot and five-foot sleeves, others were for each sleeve and still others were on each running foot.

Because of an accident at the public Because of an accident at the public drydock yesterday, when pontoon No. I filled and sank as the United States dredge Chinook was being lifted, Commissioner Innan, who presided in the absence of S. M. Mears, delegated Captains Shaver and Spencer to act with Captain H. T. Greves, superintendent of dredging, in taking immediate steps this morning to right the pontoon and raise it for repairs.

The pontoon had hardly taken the weight of the big bar dredge when it tilted to the north and want down. The Chineok, which was on the keel blocks, was hauled into the stream at once.

Delay is Probable. As all five pontions are required to lift the Chineok, the prospects are that she will be delayed somewhat, but until an examination is made today, it will not be known what repairs will

it will not be known what repairs will have to be made to the pontoon.

The matter of repairing the pontoon was taken up last Fall, but it was deemed such an expensive job, if awarded on bids, that it was thought lest to wait until Spring and have the Port of Portland force do the work. The assumption is that certain seams opened above the customary water line and that more water was taken in than needed to sink the section.

At yesterday's meeting an arrangement was entered into with the Tacoma Jredging Company, which has the pipeline and poutons of the dredge Portland under lease, for use at Astoria in making a fill, so that the property will be fully covered by marine insurance while in that service. The question of protecting the dredge Columbia, which is working at Astoria, with marine insurance was discussed and action postponed until tomorrow.

PORTIAND LEAVES VALDINIA

PORTLAND LEAVES VALDIVIA

Wheat Steamer to Collect Last of Cargo at Taltal.

In gathering cargo she is to deliver amer Portland, of the Globe Grah & Milling Company, is reported as having salled February I from Valdivia for Tultal and it is understood she takes on the last of her load there and proceeds to the Golden Gate. The steamer, in command of Captain Rees, left here December 5 with a cargo of wheat for Callac.

West Coast cargo is said to be offering in greater volume than can be cared for by the fleet now engaged, so the owners of the Portland were toware for the Portland were called to assist in moving consignments held by agents of W. R. Grace & Co. for American delivery. Plans have been under consideration for some time for increasing the fleet by drawing time for increasing the fleet by drawing tonnage from the Atlantic routes of the Grace flag and before the season is well advanced it is believed the trade will be adequately met.

RUN ON SNAKE TO RESUME

Boat Announced Ready for Service

Between Lewiston and Unever Piece

The mussive steel construction work

The mussive steel construction work

The mussive steel construction work

Toware for the Port of Portland, said yesterday that the pilot schooner Joseph Pulitzer had only a small amount of work done and would go to sea from Astoria probably today.

It is reported that Sudden & Christenson, of San Brancisco, will load the Norwegian steamer Thor on the river with lumber for Quebec.

Storm warnings raised Monday night, because of a blow that was making its way up the coast, were lowered at 7 A. M. yesterday, the Oregon and Washington coast having escaped further trouble.

Between Lewiston and Upper River

LEWISTON, Maho, Feb. 9. (Special)

Beginning February 19, the steamer
Lewiston will renume service on the
Snake River between Lewiston and upper river points, while the steamer Spekane will continue on the LewistonRibaria route, according to advices received here by L. M. Foza district
freight and passenger agent of the Oregon-Washington Railroad & Navigation
Company. It is also stated that the
steamer Harrison is in readiness for
operation on Lake Coeur d'Alene.

It has been learned that on March
It has been learned that on be given by Tom Richardson.

Julius L. Meler, vice-president and
Upper Columbia River by The DallesColumbia Line. In all probability, the
first boat of the upper river ficet to
be placed in service will be the Twin
Cities.

WAHKIAKUM TO MOVE TODAY

Government Diggers Held to Work

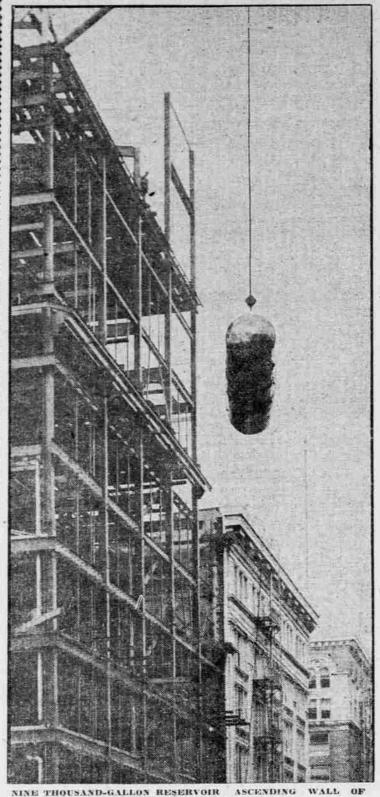
Government Diggers Held to Work

Morrison and Alder streets.

The mussive steel construction work is finished, and this important event in
famility of Monday because of the storm outdied, the Grace liner Santa Ceelila, with
side, the draw line of Monday because of the storm outside, the Grace liner Santa Ceelila, with
side, the draw line of two immenses of the matter,
200 Mclark arrived last night, Soe in her first voyage since last Fail,
having been out of commission at San
Francisco.

While on

MAMMOTH SPRINKLER TANK IS RAISED INTO PLACE.



NINE THOUSAND-GALLON RESERVOIR ASCENDING WALL OF NEW MEIER & FRANK BUILDING.

No, the war Zeppelins are net turned loose in Portland.
The huge sprinkler tank that is to serve the new Meier & Frank building was installed yesterday at a point 200 feet above the ground. That's all. Hundreds watched as it was raised to the top of the steel framework for the new building.

The tank is 35 feet long, nine feet high, weighs 15,000 pounds and has a capacity of 5000 gallons. It is air and water-tight. When in use it will be two-thirds full of water having 75 pounds of air pressure.

Like most of the material going into the great skyscraper the tank is a Made-in-Oregon product. The officers of the Willamette Iron and Steel Works, where it was built, say it required 20 men two full weeks to complete the job.

## FLAG TO WAVE HIGH

Meier & Frank Co. Plans Big Public Celebration.

FRIDAY IS FITTING DAY

The massive steel construction work trouble,

Government Diggers Held to Work on Channel in Columbia River.

Rivermen are being notified by the Corps of Engineers, U. S. A., that the hipheline dredge Wahkilakum, which has operated at Skamekawa recently, finished there yesterday and will be shifted today to Paneake Point and her discharge pipe will be trained toward the Oregon shore. The dredge Multnomah, also of the Government fleet, is at Ladu's and will continue to operate there about two weeks.

The dredge Clatsop, of the same fleet, is engaged on the lower river and machines of the Port of Portland are deing no channel work at present, the Portland and Willameite being laid up at the drydeck, while the Columbia is digging in front of Astoria on private

ish bark Klimeny went aboard yester-day at the North Bank dock, and she will leave for sea in a few days. The vessel was given good dispatch, as she arrived in the river January 29 from

Having discharged inward carg from California at the Couch-Street dock, the steamer Ceilio left the har-bor last night for St. Helens to take on 900,000 feet of lumber for San Pedro The steamer Daisy was cleared for Sar Francisco with 200,000 feet of lumber from here. The steamer Multnomah sailed from St. Helens for California ports with juassengers and a full cargo of lumber. She is to leave the river today with the hull of the new steamer Wapanan in tow

Robert Warrack, inspector of the 17th lighthouse district, departed yesfor Puget Sound to inspect navi-

Harry Campion, superintendent of toware for the Port of Portland, said

3 WANT ON PORT

LEGISLATURE TO ELECT MEMBER AT JOINT SESSION.

Fred Pendleton, Captain Hosford and Captain Patterson Candidates for Place as Commissioner.

STATE CAPITOL, Salem, Or., Feb. 1

-(Special,)-There will be a joint session of the Senate and House next

## GAS, HEARTBURN, INDIGESTION OR A SICK STOMACH

'Pape's Diapepsin' Ends All Stomach Distress in Five Minutes.

Time it! Pape's Diapepsin will digest anything you eat and overcome a sour,

anything you eat and overcome a sour, gassy or out-of-order stomach surely within five minutes.

If your meals don't fit comfortably, or what you eat lies like a lump of lead in your stomach, or if you have heartburn, that is a sign of indigestion. Get from your pharmacist a fifty-cent case of Pape's Diapapsin and take a dose just as soon as you can. There will be no sour risings, no belching of undigested food mixed with acid, no stomach gas or heartburn, fullness or heavy feeling in the stomach, nausea, debilitating headaches, dizziness, or indebilitating headaches, dizziness, or in-

debilitating headaches, dizziness, or in-testinal griping. This will all go, and, besides, there will be no sour food left over in the stomach to poison your breath with nauseous odors. Pape's Diapepsin is a certain cure for out-of-order stomachs, because it takes hold of your food and digests it just the same as if your stomach wasn't

there.

Relief in five minutes from all stomach misery is waiting for you at any drug store.

These large fifty-cent cases contain enough "Pape's Diapepsin" to keep the entire family free from stomach disorders and indigestion for many months. It belongs in your home.—

Adv.

D. C. O'Reilly, R. D. Inman and Captain

J. W. Shaver.

Captain Hosford is head of the Hosford Transportation Company, operating a fleet of towboats on the river, and is a stockholder and director in the Clatakanie Transportation Com-

Captain W. H. Patterson is pilot of the Associated Oil Company, handlins ank steamers of that fleet between Jinuton and Astoria. He has been a silot on the river for a number of

It is understood here that friends of ne three candidates have been active t Salem among the Multnomah County elegation, so an interesting session delegation, so an interesting session as expected to develop when the task of naming the appointee is undertaken.

Mr. Pendleton was at one time a member of the State Board of Pilot Commissioners, and dering his younger

days had experience as a mate on deep-water ships, his father having been master of a ship.

There are no salaries paid members of the Commission. Its functions are to maintain a ship channel from Port-land to the lower river, operating in conjunction with the Corps of Engi-neers, U. S. A.; to operate the public drydock at St. Johns, tow ships to and from the sea, and it is empowered to establish and conduct bunkers, but the latter work has not been undertaken.

MARINE INTELLIGENCE.

Steamer Schedule. DUE TO ARRIVE.

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	Voucentte Sar	Diego.	Feb.	23
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t	Williamette Sar	Diego.	Feb.	40
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ē	Name. F	or	Dat	94,00
F	Glengyle Lot	ndon	Feb.	-3

PORTLAND, Feb. 2.—Arrived—Steamer Cellie, from San Francisco; Santa Cecllia from New York, Falled—Steamer Honelu-lan, for New York; steamer Brankwater, for Coos Bay, steamer Multomah, from St Helens, for San Francisco; Norwegian ship Cambuskenneth, for United Kingdom steamer Washienaw, for Port San Luis,

Cambuskenneth, for United Kinsdom; steamer Washtenaw, for Port San Luis, Astoria, Feb. 9.—Arrived at 7:15 and left up at 1:30 a. M., steamer Santa Cecilia, from New York and way ports, Arrived at 8:20 a. M. and left up at 1:30 p. M., steamer Bushy Freeman, from San Francisco, Arrived down at 2:10 p. M., steamer Bushy Freeman, from San Francisco, Arrived Gown at 2:10 p. M., steamer Houtoulant.

San Francisco, Feb. 9.—Arrived at 4 p. M., steamer Bear, for Portland, Coos Bay, Feb. 9.—Arrived at 7 A. M., steamer Geo. W. Elder, from Fortland, for Eureka.

Astoria, Feb. 8.—Arrived at 8 and left up at 7 p. M., steamer Cellic, from San Francisco, Arrived at 6 p. M., steamer C. M. Clark, from San Francisco.

San Francisco, Feb. 9.—Arrived—Steamers Kentuckian, from New York: J. A. Chanslor, from Honoloiu; Moyunc (British), from Glassow; Lompoc (British), from Newyort News, Mande, from Honoloiu; Specifical, from Coos Bay, Outside, bound in, ship Cellion (French), from Autorischer, bark Hoche (French), from Sentile; Peru, for Ancon; Lewis K. Tunker, for Aberdeen; Salied—Steamers General (Mexican), for Ancon; Describin French), for Vancolum, for Vancolum, for Vancolum, for Vancolum, for Vancolum, for Yokohama, Manila, Feb. 8.—Arrived—Steamer Mongolin, from San Francisco. or Vokoliama, Manila, Feb. 8.—Arrived—Steamer Mongo a, from San Francisco. Hongkong, Feb. 8.—Arrived—Steame, abert Dollar, from Manila, for San Francisico.

Lebitos, Feb. 9.—Arrived—Steamer Desota, from San Francisco.

NEW YORK, Feb. 9.—Sailed—Steamer Ohioan, for San Francisco.

Tides at Astoria Wednesday. 9:30 A. M. - 8.6 feet 3:34 A. M. . . . 4.6 feet 11:23 P. M. . . 6.5 feet 4:38 P. M. . . - 0.5 foot

Marconi Wireless Reports.

(All positions reported at 8 P. M. February unless otherwise designated.) Columbia, Victoria for Tacoma, off Point Seattle for San Francisco, off Lightship. Herrin, Monterey for Everett, 10

W. F. Herrin, Monterey for Everett, I lies from Everett. Admiral Evans, southbound, off Pin Admiral Evans, southbound, off Pine Island.
Logan, Manila for San Francisco, 3131 miles out. Pebruary S. 8 P. M.
Siberia San Francisco for the Orient, 689 miles out. Pebruary S. 8 P. M.
Lurilue, San Francisco for Honolulu, 1519 miles out, February S. 8 P. M.
Korea, 216 miles west of Honolulu, February S. 8 P. M.
Bear, San Francisco for Portland, 67 miles north of San Francisco, off San Francisco Lightship.
Drake, Richmond for Scattle, 18 miles north of Foint Arena.
Speedwell, Coco Bay for San Diego, 16 niles south of San Francisco.
Kilburn, Eureka for San Francisco, off Son Arena.
Ferm San Francisco for Balbon, 10 miles Fern. San Francisco, off Point Arena.

# JUST / DAYS

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## JETTY LOSS DENIED

Officer in Charge Confident Enrockment Is Safe.

Captain Tietjen, of Steamer Celilo, Reports Passing at Low Tide and Seeing Piling Afloat, but No Damage Was Indicated.

In the absence of an official report from the bar as to what damage the south jetty suffered during the storm of Monday night and Tuesday, Major Amos A. Fries, who is conducting the office of Colonel McKinstry while the office of Colonel McKinstry while the latter is on leave, is positive the entrockment has not been carried out. Though admitting that the treatle might be gone for a mile from the outer end, as reported from Astoria. Gerald Bagnall, who was in charge of the construction of the jetty for years and was on the ground when the last rock was dumped, and yesterday that with heavy seas and a hightide, such as Monday, it would be impossible to determine whether the rock had suffered.

had suffered.

"I would not be surprised if the enrockment went down to low water in time." said Mr. Bagnall. "The trestle is going as we meant it to go, as we removed all lumber and timber of value when the plant was shifted from Fort Stevens to Fort Canby to be used on the north jetty project. There have been many such reports in the past and invariably it has been found that only the trestle was injured."

Captain Tietjen, muster of the Mc-Cormick steamer Cellio, which crossed into the river at 4 P. M. Monday, said yesterday that it was extreme low tide when he passed the end of the

#### Stopped Son From Using Cigarettes

A Nebraska Woman Broke Her Son of the Cigarette Habit With a Simple Home Recipe She Gave Secretly.

A simple recipe mixed at home and edwell, Coos Day of San Francisco, off burn. Eureka for San Francisco, off thurn. Eureka for San Francisco for miles for San Francisco for San Luiz. San Francisco for San Francisco. San Francisco for San Francisco. San Francisco for Eureka, 58 miles south of San Francisco. San Francisco for Eureka, 58 miles south of San Francisco. San Francisco for Eureka, 58 miles south of San Francisco. San Francisco for Eureka, 58 miles following frecipe which is perfectly following recipe which is perfectly following recipe which is perfectly following to solve the following following to solve the following following to solve the following to solve th Portland and Willamette being Inid up at the drydock, while the Columbia is digsing in front of Asteria on private the United Kingdom, the Cambusken to Mary the Cambusken the United Kingdom, the Cambusken the United Kingdom, the Cambusken to Mary the Cambusken the United Kingdom, the Cambusken the United Kingdom the Mary the Mell Cambusken to Mary the Cambusken to Mary the Cambusken the United Kingdom the Mary the Mell Cambusken to Mary the Cambusken to Mary the Mell Cambusken the United Kingdom the Mary the Mell Cambusken to Mary the Mell Cambusken the United Kingdom the Mary the Mell Cambusken the United King

jetty, also there was a big runout, and the was unable to see the outer and of the enrockment. He said the zea was filled with piling, apparently torn from the jetty, and at the outer and the sea was breaking, indicating to his mind, that there was rock near the surface.

Men familiar with the manner in which work was carried on there declare that the enrockment is too substantial to be disturbed by seas so long after it was finished and assert that if it settles more, no harm can follow.

follow.

G. B. Hegardt, chief engineer of the Commission of Public Docks and identified with early work on the jetty, rollnts out that the first four and a half miles of jetty have stood since the Fall of 1895.

New for 70 years has there here passengers.

half miles of jetty have stood since the Fail of 1895.

"Not for 20 years has there been shown any material change," said Mr. Hegardt. "The enrockment will not wash out, but simply settles to some extent in the deeper water. In such cases, when the carcekment is 50 to 60 feet high and the base has a width of 290 to 250 feet, the slopes on the sides are gentle, and while the sea might dislodge a rock or two, it is given a severe test while under construction. It is no longer necessary to control the currents there as at first, as the flow has been trained and the channel established, and though lowered the enrockment has sufficient influence."

San Francisco, currying lumber and passengers.

E. I. Loney, president of the Port Orlord Dock Company, said today that the portion of the structure washed away by heavy seas Sunday morning will be rebuilt at once. The portion wrecked was the outer and and the loss is \$2000.

It is stated by Collector of Custems Harry Kemball that the steamer Telegraph, of the Coquille River, is operating without a license. The license was taken from the Telegraph on Thursday of list week and no new qualifications are on file.

The Port of Coos Bay Commissioners have ordered all inlet channels marked by white buoys painted with a red

News From Oregon Ports.

ASTORIA, Or., Feb. 9 .- (Special.)-The steam schooner Daisy Freeman arrived today from San Francisco, via Coos Bay, with freight for Astoria and Inlet. Portland

urned from the Oregon Coast where The Grace line steamer Santa Cecilla arrived today from New York via San Francisco, with part cargo for Portland. Before leaving port the steamer will load several thousand shone, Idaho.

qualifications are on file.

The Port of Coon Bay Commissioners have ordered all inlet channels murked by white buoys painted with a red

cap.
A large area of theflat adjoining Simpson Park is being platted into acreage tracts and lots. The property consists of 37 acres and lies on Pony

The lighthouse tender Manzanita re- Northwest Postmasters Nominated. OREGONIAN NEWS BUREAU, Wash-

## WITHDRAWAL OF OFFER OF REWARD

The offer to pay a reward of five thousand dollars (\$5000.00) for information resulting in the arrest and conviction of the person or persons who wrecked Southern Pacific Train No. 28, about three miles south of Salem, Oregon, about 9:20 A. M., June 7, 1913, which offer of reward was published in this paper, is hereby withdrawn.

### Southern Pacific

D. W. CAMPBELL, Assistant General Manager Annual Control of the Control of the