Marconi Wireless Reports

(All positions reported at 8 P. M., September 10, unless otherwise designated.) Admiral Schley, San Francisco for Seat-tle, off Cape Meares. Argyll, Seattle for Oleum, 165 miles from Seattle, San Seattle for Oleum, 165 miles from

German Flag Shown in Paris.

NEW DIGGER SOUGHT

Pipe-Line Dredge Inadequate, Says Port Commission.

DUMPING SYSTEM WANTED

Offer to Clear in Front of Docks if Owners Bulld Bulkheads Is Renewed - Work Benefiting Private Firms Opposed.

Confronted by a problem of dredging the harbor for its full width, which cannot be successwully and permanent ly accomplished with the equipment in the way of pipeline dredges maintained for ordinary channel work, the Port of Portland Commission is casting about for a type of dredge to dig a full load of material and proceed to

For years the Commission, regard-less of its personnel, has had an offer before dock owners to dredge in front of their property providing bulkheads were provided inshore behind which dredgings could be deposited. Few have availed themselves of the opportunity. Now there is not believed to be sufficient space on the banks of the main harbor to accommodate all material that must be removed.

Survey to Be Made.

A survey is to be made from the Burnside-street bridge to the northern

Captain J. W. Shaver, of the Commission, said the Port could not do the work in front of Montgomery Dock under any circumstances, as the formation there was cement gravel and its dredges would not be suitable.

Expense-Sharing Proposed.

D. W. L. MacGregor, of Balfour, Guthrie Company, said there was not sufficient water in front of Mersey dock, owned by his company, for large ships. Mr. Kerr added that competition with Puget Sound in grain expertation made the situation an emergency. Mr. Mears said it was a matter in which the Port could not assist one without adopting the same policy toward all and "there was no reason for taxpayers to build up dock property for the benefit of the owners and that the waterfront interests should stand part of the expense, for it was a question that must be decided."

Captain Archie Pease, of the Commission, said that if the owners would and the commission, said that if the owners would and the commission, said that if the owners would and the commission, said that if the owners would and the commission, said that if the owners would and the commission and the opinion prevailed that because of the condition prevailed that count and that the waterfront interests should stand part of the expense, for it was a question that must be decided."

Captain Archie Pease, of the Commission, said that if the owners would be cold as fuel the dock would

a question that must be decided."

a question that must be decided."
Captain Archie Pease, of the Commission, said that if the owners would bulkhead, some of them, at least, could take advantage of the offer of the Port to clear material away from in front of their docks, providing they would sign waivers relieving the Commission from damage should fronts of docks sink.

Change of Plan Asked.

QUEEN RETAINED ON ROUTE

The Truesday water transportation of the O.-W. R. & N. system between of the O.-W. R. & N. system between Portland and Astoria will be maintained by one vessel, the steamer Harvest Queen, until the reopening of the selmon

Burning Vessels.

Deeply laden with cargo for Pacific Coast ports that is in demand now because shipments have been curtailed to a large extent by conditions of war, the motor-ship Malakka, of the East Asiatic line, is to sail from Genoa Tuesday, according to latest advices. It is said that while the steamer Kina was placed on the berth for the Coast, owing to the fact the Malakka was held at Antwerp as she was loading when war broke out, the latter will bring the original cargo from Copenhagen, Gothenburg, Christiania and Genoa.

The Malakka has twin screws and is 425 feet long, 55 feet beam and 38.6 feet depth of hold. The vessel is of the shelterdeck type and has four masts, six hatches and 24 derricks, Her two eight-cylinder Diesel oil engines develop 3200-horsepower and her deadweight capacity is 16,000 tons. She will be the first of the motorship fleet to visit Portland and her arrival will be awaited with interest, as was the case when the Slam, of the same flag, was at San Francisco.

In moored at the foot of Tenth street. Later in the day Captain A. Wie, master of the Quinault, was arrested on a complaint charging him with the destruction of property, and he furnished \$500 honds to appear for trial in the Justice Court tomorrow. Captain Wie admitted striking the fish hoat and offered to have it repaired, but as the craft was in the authorites did not feel like making such a settlement after receiving instructions from the state officials.

News From Oregon Ports.

COOS BAY, Or., Sept. 10.—(Special.)—The steamship George W. Elder arrived from Eureka today and salled for San Francisco at 10 A. M.

The gasoline schooner Roamer returned to Coos Bay last pight from Florence and brought a cargo of freight.

The steam schooner Redondo salled today at noon with lumber for San

at San Francisco.

Only Decking to Be Removed So belonging here, is due tomorrow from San Francisco.

Further than to remove the decking so as to prevent the dock being used the City Levee, at the foot of Jefferson street, will not be rased at present, according to a decision of the Commission of Public Docks, reached yesterday after opening bids for the work that were deemed too high. As the Willamette River is low it was deemed to high the for removing the streamer Roange and Fortland. son street, will not be razed at present, according to a decision of the Commission of Public Docks, reached yesterday after opening bids for the work that were deemed too high. As the Willamette River is low it was deemed an admirable time for removing the steamer Edgar H. Vance shifted

Salled today for New York with cargo from PortLand, after loading 3500 cases of canned salmon at this port. The steamer Roanoke salled for San classo: Breakwater, for Coos Bay; bark Bert and passengers from Astoria and Portland. The steamer Edgar H. Vance shifted Seattle; G. C. Lindauer, from Grays Host.

REAL LIVE CAT ACTS IN RAINEY FILM AT HEILIG

Tabby Wanders on to Stage as Cheetah Hunt Is Pictured and Harry Humphrey, Lecturer, Seizes on Incident as Laugh-Getter.

BY LEONE CASS BAER. sleek little gray cat, all eyes and expression of inquiry, ambles onto the Heilig stage in any of the visits you pay to that temple of amusement to see the Rainey pictures, you may know that Mrs. Tyndale, the fascinat-ing little manager of the company, is shooing the Heilig house cat out into

shooing the Heilig house cat out into the limelight.

The tale of the cat is a brief one. Mrs. Tyndale shooes it into publicity so that Harry Humphrey, who, with the film, makes up the company, can make one of his bon mots. Not that Mr. Humphrey needs a spur to his humor while he is lecturing about the illustrated Noah's ark, but he likes to spring spontaneous stuff occasionally. The other afternoon when the cheetah hunt was on, the cat meandered on and the audience giggled. Mr. Humphrey quickly caught the spirit and, pointing triumphantiy to the bewildered tabby, told his audience that he'd wager the proverbial buttons that they had never before seen animal pictures where the leading lady jumped a full load of material and proceed to a dumping-ground to discharge by means of a pipeline. M. Talbot, manager of the Port, was instructed by the commission yesterday to compile data on that score and to suggest a general solution for the harbor difficulty, which is to be considered at the next session.

For years the Commission, regard-

mantic thrilly things you'd like to hear. Statistics Not Mentioned.
I remember I knew all about the wives of that devilish old King "Hen" the Eighth and could recite their his-tories standing on my head, when i couldn't have told why Sherman marched to the sea or what is the com-mission form of government.

Always it is the fascinating and ro Aways it is the inscinating and remantic that gets our attention. Mr. Humphrey knows it well and built his lecture to plans. He spends no time in stupid statistics, about how much rice is consumed per man in Africa, or

ocks sink.

Change of Plan Asked.

W. D. B. Dodson, of the Chamber of Commerce, said that the Chamber felt that, if possible, the Commission should alter its policy as to dredging within 169 feet of docks now, for while there were sufficient docks to accommodate the normal movement of grain from the interior, all were not available by reason of shouling. As to why private interior, all were not available by reason of shouling. As to why private interior, all were not available by reason of shouling. As to why private interior, all were not available by reason of shouling. As to why private interior, all were not available by reason of shouling. As to why private interior, all were not available by reason of shouling. As to why private interior, all were not available by reason of shouling. As to why private interior, all were not available by reason of shouling. As to why private interior, all were not available by reason of shouling. As to why private interior, all were not available by reason of shouling. As to why private interior, all were not available by reason of shouling. As to why private interior, all were not available by reason of shouling. As to why private interior, all were not available by reason of shouling. As to why private interior, all were not available by reason of shouling. As to why private interior, all were not available by reason of shouling. As to why private interior, all were not available by reason of shouling. As to why private interior, all were not available by reason of shouling. As to why private interior, all were not available by reason of shouling. As to why private interior, all were not available by reason of shouling. As to why private interior, all were not available by reason of shouling. As to why private interior, and the same and the standard of societies of the shouling of the standard of societies of the shouling of the

MOTORSHIP SAILS TUESDAY As the steamer Quinault was docked Portlanders to See First of New OilBurning Vessels.

Dearly lader with cause for Parities

Later in the day Captain A. Wie, mas-

The steam schooner Redondo salled CITY LEVEE NOT TO BE RAZED bego and passengers for San Diego and San Francisco.

Only Decking to Be Removed So

The A. M. Simpson, a steam schooner



Harry E. Humphrey, Actor-Read-er, Who Gives Talk During Showing of Rainey African Hunt Pictures at Heilig Thea-

at the Heilig when the lion charges right at the camera, and lands within five yards of it before a bullet pings

Morosco His Instructor. Mr. Humphrey is a Californian and

A survey is to be made from the Burnside-street bridge to the northern limit of the harbor under the direction of Colonel McKinstry, Corps of East-neers, U. S. A., to determine the amount of sediment and hardpan that must be dredged to give a uniform depth of 20 feet. Some have guessed that be tween 5,000,000 and \$,000,000 cubic yards will be found.

In that connection a committee from the Chamber of Commerce appeared be fore the Commission yesterday and asked that dredging be carried on in front of certain docks. The Commission announced a policy several months ago of dredging to within 100 feet of the material as it could.

Peter Kerr, of Kerr, Gifford & Company, one of the committeeman, said:

"We are tenants of Montgömer? Dock No. 2 and are unable to get deep-draft vessels alongside for grain lossling. We will have to send our heavier business to Tacoma unless we can be accommodated here."

"I don't think that is an argument to get the Port of Portland Commission to do dredging for private owners, said S. M. Mears, president of the Commission.

Cappain J. W. Shaver, of the Commission and the commission and correct and selection of the commission.

Cappain J. W. Shaver, of the Commission.

All cappain J. W. Shaver, of the Commission.

Humphrey know man in Africa, to mine fine the amount in Africa, or the death rate of the death rate of the captured from the chain rate, of the pool down the habits of the pool down the habits of the death rate.

Humphrey know man in Africa, or the death rate of the chair rate of the captured from the capture death rate.

Humphrey know man in Africa, or the death rate of the capture death rate.

Humphrey know man in Africa, or the death rate of the had his first training with Oliver Morosco 18 years ago in what was then

QUEEN RETAINED ON ROUTE

The gasoline schooner Ahwaneda cleared for Newport with general cargo.
The steamer Breakwater salled for Coos Bay with freight and passengers from Portland.

The tug Goliah with the barge Wash-ington in tow sailed for Tacoma to-

Marine Nocs.

MARINE INTELLIGENCE.

ř.	Steamer Schedule.
5	Steamer Schedule.
al	DUE TO ARRIVE.
٠	Name. From Date.
1	Rose City Los Angeles In port
	Geo. W. Elder Eureka Sept. 11 Breakwater Coos Bay Sept. 18
1	Yucatan San Diego Sept. 13
3	BearLos AugelesSept. 14
9	Beaver
3	RoanokeSan DiegoSept. 20 DUE TO DEPART.
9	DUE TO DEPART.
a	Name. For Date. Celilo
,	ValeSan DiegoSept. 11
s	YaleS. F. to L. A Sept. 11 HarvardS. F. to L. A Sept. 12
1	San Ramon San Francisco Sept. 12
4	Geo. W. Elder Eureka Sept. 13
1	Rose City Los Angeles Sept. 14
ı	Breakwater Coos Bay Sept. 15
	Yucatan San Diego Sept. 16
в	Roanoke San Diego Sept. 19
1	Beaver Los Angeles Sept. 24
3	Klamath San Diego Sept. 25
9	Northland San Francisco Sept. 26
١	EUROPEAN AND ORIENTAL SERVICE.
d	Name Take
ą	Andalusia Hamburg Ind'f't
1	Monmouthshire London Sept 15
ı	Cardiganahire London Nov. 15
1	Den of Airlie London Sept. 22 Brasilia Hamburg Nov 22
3	Brasilia Hamburg Nov. 22 Merionethshire London Oct. 25
ı	Belgravia Hamburg Oct. 28
4	
1	Name. For Date Andalusia Hamburg Ind'ft
Ы	Monmouthshire Lendon Sept 20
1	Den of Airlie London Oct. 1 Merionethshire London Nov. 2
āl	Beigravia Hamburg Nov. 3
4	Cardiganshira Landon Nov 181
ı	Brasilia
1	Brasilia
1	Name Por
1	Quinauit Skagway Sept 17
1	Thos. L. Wand Skagway Sept. 15
а	J. B. Stetson Skagway Sept. 19

Movements of Vessels.

GAMECOCK GOES DONW

ROCK NEAR SHERIDAN'S POINT BRINGS DISASTER.

essel Engaged in Carrying Wheat

Shanghal, Sopt. 9.—Salled—Niagara, for an Francisco.

Astoria, Sopt. 10.—Salled at 2 A. M., Britch steamer Inveran, for Melbourne, Arrived it 3 A. M. and left up at noon, steamer Invinant, from Skagway and way porta, trrived down at 10 A. M., steamer Santa Truz. Salled at 12:30, steamer Steamer of the Cascade Locks early yesterday morning, when bound for London was stered and towed to Falmouth. San Pedro, Sopt. 10.—Salled—Steamer Bear, for San Francisco and Pertiand.

Coos. Bay. Sept. 10.—Salled—Steamer Coos. Bay. Sept. 10.—Arrived—Steamer Gamecock, of the Willamette & Columbia River Towing Company's fleet, sank and lies in deep water with only her bow and part of her pilothouse showing. An effort will be made to raise her. According to members of the crew who arrived here last night on the steamer State of Washington, she may be raised with the ald of barges.

Tides at Assoria Friday.

Tides at Assoria Friday.

Tides at Assoria Friday.

Tagental Trip With 3000 Sacks.

Striking a rock near Sheridan's Point, about a mile and a half from the lower entrance of the Cascade Locks early yesterday morning, when bound for Astoria with a full load of wheat, the steamer Gamecock, of the Willamette & Columbia River Towing Company's fleet, sank and lies in deep water with only her bow and part of her pilothouse showing. An effort will be made to raise her. According to members of the crew who arrived here last night on the steamer State of Washington, she may be raised with the ald of barges.

she may be raised with the ald of barges.

Captain William E. Jones, secretary of the company, said yesterday his reports indicated that about 50 sacks of wheat were dry and 3000 sacks were under water. In a report to him Captain Zumwalt said that the Gamecock waited in the Locks until after daylight and then started for the lower river, but a short distance below, while in the rapids a heavy bank of for M.... 5.8 feet 10:10 A. M... 5.6 feet Columbia River Bar Report, NORTH HEAD, Sept. 10.—Condition of the ar at 5 P. M., cloudy; bar, smooth; wind, orthwest, 18 miles. Ill positions reported at 8 P. M., September 10, unless otherwise designated.)

Admiral Schley, San Francisco for Seatb, off Cape Meares,
Argyll, Seattle for Oleum, 165 miles from attie.

Argyll, Seattle for Oleum, 165 miles from a rock and it tore through the planking of the hull, so she filled and sank by.

Grays Harbor.

On the return of the lighthouse tender Manzanita from the Washington Coast she will shift the south jetty buoy at the mouth of the Columbia River 1000 feet to the south and, so that it will be in line with the edge of the cut being made by the dredge Chinook. At present it is on a line with the center of the cut and when changed will mark deeper water.

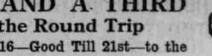
The Manzanita is at Grays Harbor to establish a new buoy to mark a channel that has broken through near the end of the south jetty. On finishing her work there she goes to Willapa Harbor to overhaul buoys and then will make her way to the Columbia. n Monterey for Linnton, 112 miles n Monterey, alcon, Port Angeles for San Pedro, eight is south of Point Sur, opeka, San Francisco for Eureka, seven is south of Point Arena, dmiral Watson, San Francisco for Ses, eight miles north of Point Reyes, adondo, Coos Bay for San Francisco, St. is south of Cape Blanco, nta Rita, Port San Luis for Scattle, miles north of San Francisco, withind, Portland for San Francisco, miles north of Blanco aver, Portland for San Francisco, aver, Portland for San Francisco, in south of Blunts Reef, lumbia, Aberdeen for San Francisco, off in hwest Seal Rocks.

nn Smith, Coos Bay for San Francisco, miles north of San Francisco, miles north of San Francisco, off in west Seal Rocks.

LONDON, Sept. 10. — A Reuter dispatch from Paris says a German regimental flag arrived at the Northern railroad station today and was displayed before an enthusiastic crowd prior to being taken to the Invalides Museum.

FARE AND A THIRD

For the Round Trip Sept. 11 to 16-Good Till 21st-to the



Spokane Interstate Fair

\$14.95 Round Trip via North Bank Road. 2 Fine Trains Daily.

GREAT FEATURES DAILY

Polo tournament for championship of Northwest. Conventions of fruitmen, dairymen, poultrymen, the

granges, cheese and buttermakers, cattlemen, Shriners' spectacular parade, etc., etc. Indian congress, races, sports-an epitome of the Great Inland Empire's Development.

NORTH | Ticket Office, Fifth and Stark

Station Tenth and Hoyt

service examination. All appointments to this position in future will have to be from an eligible list procured by competitive examination.

It was planned at first to require all sergeants to take an examination. There was a question as to the pro-priety of this, which was referred to City Attorney LaRoche. His advice was followed by the Board.

Rock Blast Kills Laborer. M. Sesigino, an Italian laborer, was

TRAMP MEASURED FOR CANAL

Saxon Monarch First Foreign Bottom Passed On Here.

To the British steamer Saxon Monarch is given the distinction of being the first foreign vessel measured by

M. Sesigino, an Italian laborer, was instantly killed yesterday afternoon at Camp No. 3, on Columbia Highway, when flying pleces of rock from a blast struck him. Sesigino was struck on the jaw and in the chest by the rocks. Deputy Coroner Margison was summoned and brought the body to Portland. The man has no relatives here so far as is known.

DELIGHTFUL VACATION DAYS

in September at

CLATSOP **BEACH**

Gearhart and Seaside Hotels Open All Year.

Saturday Special (2 P. M.) Continues in Service. Daily Seashore Limited (8:30

A. M.) will be withdrawn after Saturday, September 12.

EFFECTIVE SUNDAY, 13TH Daily morning train to Asteria

and beach points will leave 8:10 A Evening express, leaving 6:30 M., to Astoria only, daily; to beach points Saturday only. For other changes in schedules, consult folders and agents.



Spend the Coming Fall and Winter Season On the Beautiful

HAWAIIAN ISLANDS With a Special Run to HILO, for a Visit to the VOLCANO OF KILAUEA Travel by American Steamers

Everything First-Class from Start to Finish

30 Days at a Cost of Only \$300.00

for the Round Trip
Should you desire to remain longer on the Islands
than is covered by your first-class ticket, you may
do so by paying the additional hotel rate in Hono-lula, by day, week or month, at satisfactory prices. The Oceanic Steamship Co's. Favorite Steamers "SIERRA." "SONOMA" or "VENTURA"

Take You to Honolulu and Back Sailing Dates from San Francisco are ctober 13, 1914 ovember 10, 1914 ecember 8, 1914

Each trip is personally conducted by a widely traveled transportation man, who knows what is required on an outing of this nature. For full details of tipe and reservations, both steamship and hotel, address, by wire or mail: CHARLES T. BATTELLE 168 O'Furreil St. (c/e Tait-Zinkand's) San Francisco OCEANIC STEAMSHIP COMPANY



Fast trains via

North Bank Road to Vancouver, Wash., for Frontier Days' Stampede Cheyenne Wild West

Columbia Interstate Fair Sept. 7 to 12.

40c Round Trip. Two-Day Limit.

North Bank Tickets good on S. P. & S., Great Northern and Northern Pacific trains. Trains leave North Bank Station, 10th and Hoyt-8:20, 9:55, 10:00, 12:30 A. M., 5:00, 6:00,

> City Ticket Office. Fifth and Stark.

True Toasted Corn

Is as different from commonplace corn flakes, as succulent green sweet corn is different from the hard, flinty, yellow grain of the farmer's

In spite of the numerous "corn flakes" marketed, few persons really know the rich sweetness of choice corn when skilfully cooked, flavored and

This true toasted corn-distinctive in its rich, rare flavor-is called

Post Toasties

'A call for "corn flakes" often brings some one of the many brands of ordinary flakes. To avoid disappointment ask for and insist upon Post Toasties.

This food can be distinguished by the original yellow package; by the rich, true corn flavor imprisoned in the making; and by the size and tender crispness of the golden brown flakes.

fresh fruit in season. A further delicate flavor may be released by heating a

few minutes in oven before serving. And it's a flavor worth knowing!

No advance in price of Post Toasties

Toasties are ready to serve hot or cold, with cream or good milk-also with

—The Superior Corn Flakes

