

PORTLAND'S LAD
SAC KNOWLEDGED

Wheat Exporters Enlarge
Facilities for Handling
Shipments Here.

BULK OF CROPS TO
GO THROUGH PORT

Indications Point to It Being Only a
Matter of Time When Wheat
Docks on Puget Sound Will Be
Idle and Empty.

Extensive preparations are going on
along the waterfront to secure in-
creased facilities for handling greater
quantities of wheat than are now being
brought here, despite the fact that re-
ceipts since the beginning of the new
season have been heavier than ever.

Activity along this line goes to show
that the wheat exporting firms have
come to the conclusion that future grain
shipments from the immense wheat
fields of the Pacific northwest will be
made by way of Portland; that Port-
land will be the one large gateway
through which the golden crops will
flow to all quarters of the globe.

Enlargement of the facilities at the
Oceanic dock, owned by Balfour, Guthrie
& Co., has already been commenced
with the installation of a belting sys-
tem similar to that in operation on the
Pacific coast. Elevator company's eleva-
tors will be replaced by a new set of
elevators. Other wheat shipping firms hav-
ing docks will watch the efficiency of
the system with a view of making simi-
lar improvements at an early date.

Even now the docks are barely able
to hold the grain coming in by rail,
although ships after ships, of large ca-
pacity, come to the docks to receive car-
goes averaging about 15,000 bushels
each. With the North Pacific train
coming directly into Portland over the
bridges, the daily receipts will be much
heavier and it is to be expected that
the increase in the number of loading
facilities are being augmented.

Not only is it easier and cheaper to
haul the wheat into Portland over the
big wheat belts because of the down
grade, but it has been discovered that
it can be done at a saving of three
days' time which means a material
reduction in the total cost of
handling it to the ship's side.

One thing that should not be lost
sight of in this connection is the fact
that most of the wheat exporting firms
have branches at the Puget Sound
docks. At one time shipments from the
sound ran Portland and Puget Sound
ships a hard race, but gradually they
have fallen behind, and now it is ap-
parent without a question of doubt
that Portland is and will remain the
one supreme wheat shipping port on
the Pacific coast. San Francisco was
outdistanced some time ago and Puget
Sound is losing its position at a
steady rate. It is estimated that Portland
will ship at least twice as much wheat
this season as the combined Puget Sound
cities, purely and simply because it has
the geographical position.

By the installation of belting systems
for handling the grain cargoes can be
handled with better dispatch, and it is
expected that new, "quick loading" re-
cords will be established for the port
this season.

CHINESE SAILORS HAPPY.

Discover Harbor Alive With Fish and
Now Live High.

Chinese crews of foreign steamers in
Portland harbor are happy these days.
They have discovered the river remark-
ably well stocked with carp and perch.
Fish relished by orientals although not
often seen on the white man's bill of
fare, and not infrequently caught by
fishing when not otherwise engaged.
Hundreds of carp are hauled out daily
over the sides of the big freight steam-
ers that line the grain wharves and
lumber mills.

More fish are caught than can be
eaten away from the steamer, and so
the Chinese have hit upon the
happy plan of curing them for future
use. Cloven like macerel or cod, the
carp are strung on lines and hung out
to dry in the clear, crisp atmosphere
with which Portland is being favored
at this late date of summer, and they
are carefully packed away in a
dry place for future use. Thus, it is
said, the Chinese who have to furnish
their own food supplies, will save no
little on the voyage out of here.

The fish-curing habit started with
the Chinese on board the steamer
Cambrian King at the Elevator dock
last week, and, somehow, although the
orientals are not permitted to go ashore,
news of the scheme spread rapidly to
other crews in the harbor. Yesterday
afternoon the Chinese on the Portland
& Asiatic line steamer, the
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OLD BARGE STILL AROUND.

Owners Fail to Remove Serious Ob-
struction in Busy Harbor.

In direct violation of all rules and
regulations of the port is the old
wreck of a barge, once upon a time the
property of the Oregon Round Lumber
company, left aground in the har-
bor near the Victoria dolphins. For a
couple of years it has been a proven
serious menace to navigation.

Ownership of the barge was dis-
puted by the Oregon Round Lumber
company and the O. R. L. com-
pany, the latter having had the barge char-
tered at the time it was wrecked, and
parties refused to remove it until
while the question was before the su-
preme court for a decision. It was
finally decided that the barge belonged
to the Oregon Round Lumber company.
Harbormaster Speler says that the
Oregon Round Lumber company claims
to have turned the wreck over to a
man named Smith or James who prom-
ised to remove it for possession of
some pieces of gear supposed to be
clinging to the wreck. But the old,
half-submerged barge is still there, a
most serious obstruction to navigation.
The harbor regulations provide that
wrecks or stranded vessels shall be
marked with red lights at night and
in case of fog, yet these regulations
have never been observed since the
barge was wrecked.

Harbormaster Speler made a round
of the docks this morning notifying
owners and operators of the existence
of the wreck. It is pointed out that
dock or wharf not in actual use shall
be kept closed and that every dock
shall be sufficiently lighted at night
when a vessel is made fast there. A
number of accidents have occurred re-

Nursing Mothers and
Over-burdened Women

In all stations of life, whose vigor and
vitality may have been undermined and
broken-down by over-work, exacting
social duties, the too frequent bearing of
children, or other causes, will find in Dr.
Pierce's Favorite Prescription the most
potent invigorating restorative strength-
giver ever devised for their special bene-
fit. Nursing mothers will find it espe-
cially valuable in sustaining their strength
and promoting an abundant nourishment
for the child. Expectant mothers too
will find it a priceless safeguard because
the system for baby's coming and reborn-
ing the ordeal comparatively painless. It
can do no harm in any state, or condition
of the female system.

Delicate, nervous, weak women, who
suffer from frequent headaches, back-
ache, dragging-down distress low down
in the abdomen, or from painful or irreg-
ular monthly periods, gnawing or dis-
tressed sensation in stomach, dizzy or
faint spells, or imaginary specks or spots
floating before eyes, have disagraeable,
pelvic catarrhal drain, prolapsus, ante-
version or retro-version or other displace-
ment of womanly organs from weakness
of parts will, whether they experience
suffer from frequent headaches, back-
ache, dragging-down distress low down
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This world-famed specific for woman's
weakness and peculiar ailments is a
pure glyceric extract of the choicest nat-
ive medicinal roots without a drop of
alcohol in its make-up. All its ingredi-
ents printed in plain English on its bot-
tles wrapper and attested under oath. Dr.
Pierce thus invites the fullest investiga-
tion of his formula knowing that it will
be found to contain only the best agents
known to the most advanced medical
science of all the different schools of prac-
tice for the cure of woman's peculiar
weakness and ailments.

If you want to know more about the
composition and professional endorse-
ment of the Favorite Prescription, send
a secret note to Dr. R. V. Pierce,
Buffalo, N. Y., for his free booklet treat-
ing of same.

You can't afford to accept as a substi-
tute for this remedy of known composition
a secret mixture of unknown composi-
tion. Beware.

DIES OF SEASICKNESS.

Big Ape Expires on Oriental Liner
Numbantia Near Coast.

A large Singapore ape died from sea-
sickness on board the Portland &
Asiatic liner Numbantia when coming
out from Hongkong this trip and had
to be buried at sea. Third officer
Zander of the liner says the monkey
stood fully five feet high and was
a fine specimen when brought on board.
The ape belonged to the Chinese
crew who intended disposing of it upon
the steamer's arrival here and they
would have made a handsome profit
had they managed to do so. They did
their best to keep the freak alive with
oriental drugs but nothing would help,
and two days off the coast the ape gave
up its struggle.

The officers say the ape displayed
every symptom of seasickness and any
nothing else caused his death. It re-
fused to eat a thing after the steamer
had started on her way and hit the
pungent sea breeze.

CONCERT LARGELY ATTENDED.

Seaman's Institute Entertains in
Honor of Visiting Warship.

Mme. d'Auria's concert at the Seaman's
Institute last night in honor of
postal cargo steamer to Dr. R. V. Pierce,
Buffalo, N. Y., for his free booklet treat-
ing of same.

TWO COASTERS ARRIVE.

Alliance and Homer Berth at Couch
Street Dock During Night.

The steamer Alliance, Captain Olson,
and the steamer Homer, Captain Dor-
ris, reached Couch street during the

NEW SKIN REMEDY
STOPS ITCHING

Skin Troubles, Aggravated by Hot
Weather, Quickly Cured.

When it is known that psoriasis, the
new skin remedy, will stop the tortur-
ing itching attending eczema with firm
application and bring immediate relief
and comfort to sufferers from all skin
troubles which are aggravated by hot
weather, its merit will be instantly ap-
preciated. On the tender skin of chafing
infants psoriasis may be used with cool-
ing and beneficial effects. It is applied
externally, and its remarkable healing
powers begin their work at once.

MARINE NOTES.

Astoria, Sept. 17.—Arrived down at
5 and sailed at 6 a. m., steamer Break-
water, for Coos Bay.
San Francisco, Sept. 17.—Arrived at
5 a. m., steamer John Paulsen, from
Portland.
Astoria, Sept. 16.—Arrived at 12 noon
and left up at 5:30 p. m., steamer
Homer, from San Francisco. Arrived at
Astoria, Sept. 17, at 3:30 p. m., steamer
Alliance, from Coos Bay. Sailed at
4:40 p. m., British steamer Boverie, for
Sydney via Puget sound. Left up at
5 p. m., French bark La Roche Jaque-
lein.

San Francisco, Sept. 16.—Sailed at
5 p. m., steamer Jim Butler, for Co-
lumbia river. Sailed at 6:30 p. m.,
steamer St. Helena, for Portland.
Astoria, Sept. 17.—Condition at the
mouth of the river, a m. smooth,
wind, east, 3 miles; weather, clear.
Tides at Astoria today—High water,
9:2 a. m., 6:3 feet; 1:27 p. m., 6 feet.
Low water, 1:22 a. m., 0.3 feet; 1:31 p.
m., 3.9 feet.

MADE TOWEL ROPE
THEN HANGED HIMSELF

John Weas, an employe of
Fritz treads, Second and Burn-
side, hanged himself in the base-
ment of the Fritz building last
evening.
Determined to die, he lifted
his feet above the floor and
stubbornly held them in the air
until he choked to death.
Weas had gone into the base-
ment to prepare his supper early
in the evening. Some two hours
later his body was found by
Frederick Neth, another employe,
hanging from a rope made of
towels.

Weas had tied the towel to a
nail, but with one end around
his neck, there was no place high
enough for him to leap from and
suffocate. As a last resort he
doubled his legs as far under
his body as possible and slowly
died.

MOTIVE OFFICIALS MIX
PLEASURE WITH WORK

At 4 o'clock this afternoon the super-
intendents of motive power of the Har-
riman lines, who are in session in Port-
land, will be taken to Oregon City as
the guests of the Portland Railway,
Light & Power company. Returning at
6 o'clock they will have dinner at The
Oaks and spend the evening at the
amusement park. Friday night they
will go to Seattle to inspect the new
Northern Pacific Mallet compound lo-
comotives that carry trains up the
mountain grades without helpers, and
will return Sunday night to continue
their sessions in this city. Yesterday
noon they were the guests of C. H.
Howard at the Arlington club. Mr.
Howard is president of the Common-
wealth Steel company of St. Louis and
is very well known among railroad men.
He and his wife are in Portland during
the convention. In the evening they
took an auto ride as the guest of J. F.
O'Brien.

Jones Will Campaign.

(Special Press Leased Wire.)
North Yakima, Wash., Sept. 17.—W.
L. Jones who has been invited to go to
Ohio to assist in making the Republi-
can campaign in that state, said today
that he expects to spend the latter part
of October there. He says he will re-
main in Washington if the state cen-
tral committee thinks it advisable, as
that would be his first duty.

ARREST DOUGLASS
FOR EMBEZZLEMENT

Among the indictments returned by
the grand jury last Tuesday was one
accusing W. E. Douglass of embezzling
\$4,498.40 from the Theil Detective
agency. The indictment was not made
public at the time as Douglass was
known to be out of the state and the
officers wanted to lay hands on him
and make sure his return for trial. Yes-

WOMAN'S DEATH
UNAVOIDABLE

Coroner's Jury Exonerates
Car Company From Blame
in Killing Mrs. Brown.

Because two witnesses, passengers on
the car, were positive Motorman D. B.
McAllister was not running at a rate
of more than eight miles per hour, the
inquest over the body of Mrs. May
Brown, killed at Mook's station on the
St. Johns carline at noon Monday, re-
sulted in a verdict of death by un-
avoidable accident.

The inquest was held at 4 o'clock yes-
terday in the Dunning, McKente & Gil-
baugh chapel. It was the third inquest
held this month in which the death had
been caused either by an electric wire,
as in the case of John Bate, or by a
car, as in the case of Mrs. Brown and
Wade H. Parsons, the epileptic, who was
killed on Hawthorne avenue two weeks
ago.

Mrs. Brown, whose husband is em-
ployed by C. A. Dayton, a contractor,
put her niece on a car, and as soon as
it started, walked around the rear end
and across the other track. Car 137, a
40-foot car with a 35-foot trailer, bound
for St. Johns, was upon her in an in-
stant. Motorman McAllister sounded
the whistle in warning, but this appar-
ently distressed Mrs. Brown and she stopped
for a moment with the car almost on
top of her. Just before it struck, she
made a last effort to get clear, but too
late, as the tender was dropped and
picking up the body, carried it until the
car was stopped, a distance of 60 feet,
according to witnesses. P. W. White,
228 East Couch, and G. R. Thurston,
University Park, both passengers.

One witness who saw every detail of
the accident but was powerless to aid
the woman in any way was George L.
Cason, the motorman on the train fol-
lowing the car which had stopped at
station on Mrs. Brown's signal. He
saw the other car coming down on
the opposite track, and seeing Mrs.
Brown stop upon the track, knew her
danger, but as his car was 100 feet
away, he could do nothing to prevent
the accident he felt to be inevitable.

ASK PERMIT OVER
MANY STREETS

A special meeting of the street com-
mittee of the city council will be held
this afternoon to consider the petition
of the Portland Railway, Light & Pow-
er company for a franchise over many
streets in various parts of the city to
complete the system throughout the
districts which have been developed in
the past few years and are at present
without adequate car service.

Aside from considering the terms of
the franchise in reference to protecting
the city's interests, the committee will
also have a number of petitions and re-
monstrances for and against the pro-
posed extensions. In some cases there
are petitions and remonstrances on the
same street showing that the property
owners are divided as to the desirability
of installing carlines on the streets on
which they reside.

One of these thoroughfares is Patton
avenue, on which the company wants to
install a line from Killingsworth ave-
nue to Pippin. A number of the prop-
erty-owners have petitioned for the line,
while about the same number are pro-
testing against it.

Other remonstrances are as follows:
On Halsey from East Fifteenth to East
Nineteenth, Halsey from East Twelfth
to East Nineteenth, Broadway from East
Nineteenth to East Twenty-second.
There is a petition for a line on
Broadway to East Twenty-second,
thence north to Tillamook. Another re-
monstrance which the committee will
have to consider is from the property-
owners on Gilsen street. They want
the tracks on Gilsen from Fourth
to Nineteenth removed because they
project several inches above the surface
of the street.

terday he was arrested on a bench war-
rant issued by direction of Presiding
Judge Gantenbein after the indictment
was brought in.

STRONG EVIDENCE
AGAINST MURPHY

Discharged Patrolman at
Second Hearing Faces
Damaging Witnesses.

With more than 40 witnesses to
testify, the civil service commission
this morning commenced the hearing
of M. P. Murphy, a patrolman dis-
charged by the city executive board
several weeks ago for drunkenness, and
at noon had proceeded as far as the
fifth witness. Included with the
charges of drunkenness are others of
conduct unbecoming an officer.

The first witness called was Robert
Funston who testified that he was one
of a party of automobilists whom
Murphy arrested. Funston claimed that
Murphy was drunk at the time and
that he arrested the party without
cause. R. M. Wheeler was another one
of the automobilists and testified, sub-
stantiating Funston's story.

Aside from the charges brought by
the automobilists were those of Miss
Carrie De Lano and Miss Winifred
Newth, milliners at 105 Base Line road,
who testified that Murphy entered their
store on several occasions and acted in
a manner unbecoming an officer. They
also testified that Murphy was drunk
on these occasions. Miss Newth iden-
tified that she saw Murphy at a dance
given by a benevolent association when
he was supposed to be on duty.

Another witness to be called was
Miss Myrtle Willard, a 17-year-old girl,
who testified at the hearing before the
police committee of the executive board
that Murphy took her home and used
abusive language toward her.

It is expected that the case will con-
tinue over this afternoon and will not
be finished until tomorrow. Murphy is
represented by his brother, lawyer D.
R. Murphy, while the city and the
complaining witnesses are represented by
Deputy City Attorney H. A. Tom-
linson and lawyer Henry A. West-
brook. Murphy claims that he was not
drunk on the occasions mentioned by
the witnesses and claims to have wit-
nesses to disprove their statements. He
insists that he acted as an officer
should have acted at such times.

SALEM \$1.25 ROUND TRIP
"PORTLAND DAY"

Effective Monday, September 14th, the following train schedule
will be in effect for Fair Week:

Table with 2 columns: LEAVING PORTLAND and LEAVING SALEM. Rows include A.M. and P.M. departure times.

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Sweet
Anticipation

When one looks forward to breakfast of
delicately browned, thin, crisp particles of

Post Toasties

WITH CREAM

"The Taste Lingers"

10-cnt pkgs. at Grocers

Made at the Pure Food Factories of POSTUM CEREAL CO., Ltd., Battle Creek, Mich.

Advertisement for Imperiales Cigarettes featuring a portrait of a man and text: "Town for town, city for city, State for State, a greater percentage of Western smokers smoke Imperiales Cigarettes than any other brand." Includes "10 for 10c Sold Everywhere" and "THE JOHN BOLLMAN COMPANY, Manufacturer, San Francisco".

Advertisement for "Portland Day" featuring "SPECIAL RATES And Train Service to Salem" and "OREGON ELECTRIC RAILWAY". Includes a detailed train schedule table and promotional text: "Trains arriving at and departing from Salem stop at Highland avenue, Hood street, State street, and Mill street depot." Also includes "RATES FROM PORTLAND" and "Portland Day \$1.25 Round Trip".

Advertisement for "SALEM \$1.25 ROUND TRIP 'PORTLAND DAY' OREGON STATE FAIR Tomorrow, Thursday, Sept. 17". Includes text: "Portland Day is the one great day of the fair—and it will be a bigger and better day than ever." and "The Southern Pacific Co. will provide Special Train Service." Also includes "GOING" and "RETURNING" train schedules and "Buy Your Tickets Early at Third and Washington Streets, Union Depot, and East Washington Street." Signatures: "WM. M'MURRAY, Gen. Pass. Agt., - Portland, Or."