

PITS IN A NEW LIGHT

CORONER HAND EXPLAINS HIS BILL FOR JUNE.

He Slightly Followed a Long Established Precedent, and Asked for a Ruling On It.

Dr. D. H. Rand, coroner, feels that he is being made the victim of a little unnecessary and vicious advertising through the columns of the Oregonian. He has written a long article regarding the bill for the coroner's office for the month of June, which he submitted to the board of health...

Portland, Or., June 10, 1906. To the Honorable Board of Health, City of Portland, Oregon: Under date of November 9 last, I received a letter from your coroner, Dr. D. H. Rand, in which he requested that I should act as a juror for the coroner's office...

It will at a moment's thought be seen that if the coroner is to be required by law, to visit the scene, and summon six witnesses, and subpoena all the witnesses, and reduce all testimony and verdict to writing, and if he is usually lengthy, make out the report of the coroner, and if he is usually lengthy, make out the report of the coroner...

It seems from this clear, beyond all doubt that if the coroner is to be required by law, to visit the scene, and summon six witnesses, and subpoena all the witnesses, and reduce all testimony and verdict to writing, and if he is usually lengthy, make out the report of the coroner...

A coroner, when acting as a Sheriff, is entitled to the same fees as a Sheriff. We find in the statute nothing mentioned regarding the coroner's office, and a juror subpoena witness, administer oath, and reduce testimony to writing. These requirements are not mentioned in the statute...

Does the law in any instance require me to be sworn in as a juror? Does the law in any instance require me to be sworn in as a juror? Does the law in any instance require me to be sworn in as a juror?

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D. H. RAND, Coroner.

As to the second proposition—holding unnecessary inquests—it may be necessary to explain before my position is fully understood. I am a public officer, elected by the people to perform the duty of determining whether sudden or suspicious deaths merit criminal investigation, and if so, to cause the same to be investigated. It is not my duty to determine whether a death is accidental or to cause an inquest to be held in every case. I have no objection to my office being held in respect to the public, and I will perform the duties of my office according to the demands of the public, and if I have any objection to my office being held in respect to the public, I will perform the duties of my office according to the demands of the public...

A GOOD ROADS MEETING

PROPOSAL TO HOLD A CONVENTION IN PORTLAND.

Trustees of the Chamber of Commerce Take Interest in Subject and Refer It to a Committee.

At the meeting of the trustees of the Chamber of Commerce yesterday morning, President Taylor in the chair, a letter was read from W. H. Moore, of St. Louis, proposing to hold a good roads convention in Portland in September. Mr. Moore is president of a National association for good roads and public improvements. The trustees took a great deal of interest in the subject, and President Taylor said he considered good roads leading into a town as important as railroads. The matter was referred to a committee.

TO CONNECT CYCLE PATHS.

Comprehensive Plan for the Southeastern Portion of the East Side. An effort will be made to connect the Oregon City, the Woodstock, the Section paths, and the proposed path along East Hawthorne avenue to East Third street. This is a simple and complete system and will unite all these outside paths in that district, and put a stop to much friction. It will necessitate the widening of the street from East Third street to East Hawthorne avenue, and the widening of the street from East Hawthorne avenue to East Third street. This is a simple and complete system and will unite all these outside paths in that district, and put a stop to much friction. It will necessitate the widening of the street from East Third street to East Hawthorne avenue, and the widening of the street from East Hawthorne avenue to East Third street.

Buried at Gresham.

The remains of Louis Dinger and two children, the latter 5 years and 7 months old, the victims of a street-car accident, were buried yesterday at Gresham under the auspices of the I. O. O. F. and Rebekah lodges, of which Mr. and Mrs. Dinger had been members. The services were held at the residence of Mrs. Dinger, who was also seriously injured, in Portland, and could not be present. She is improving. Miss Edie Roberts, a sister of Mrs. Dinger, was present. The funeral will be held at Gresham yesterday, at 10 o'clock a. m. The remains were buried at Gresham yesterday, at 10 o'clock a. m. The remains were buried at Gresham yesterday, at 10 o'clock a. m.

Dr. Whitaker at Cambridge.

Rev. George Whitaker, late president of the Portland University, has been heartily welcomed back to his former church in Cambridge, Mass., and has entered on his work there with his old-time vigor. He was reluctant about returning to his old charge, after his experience in the Northwest, but the manner of his reception by his former congregation made him perfectly at home. Dr. Whitaker is a well-known and popular minister. He was reluctant about returning to his old charge, after his experience in the Northwest, but the manner of his reception by his former congregation made him perfectly at home. Dr. Whitaker is a well-known and popular minister.

East Side Notes.

The grocery store near the corner of East Twenty-first and Division streets was broken into a few nights ago, and between \$5 and \$15 worth of tobacco, cigars and other articles were stolen. Those going to the coast or mountains should not fail to notify the East Side route agents of the Oregonian so that the paper may be changed to their new address. The son of Rev. John H. Gilson, of the United Presbyterian Church, on Grand avenue, is seriously ill with typhoid fever. He has been sick now for the past week. Mr. and Mrs. Gilson had been planning to go to Tacoma on a vacation, but have been compelled to defer their trip on account of the sickness of their son.

A Gelsinsky and family, who were intending to take a tour of Europe, have been compelled to give up their trip on account of the illness of their son, Walter E. Gelsinsky, who was taken very sick at the time they expected to start. The son is improving, but is still in a weakened condition.

Dr. Wise, room 614, The Dekum.

TO PREVENT FOREST FIRES

General Land Office Calls on All Subordinates to Enforce the Law. Circulars have been sent out by Binger Hermann, Commissioner of the General Land Office, calling attention to an act of Congress, known as the forest fire law, passed February 23, 1881, and calling on all officials of the General Land Office to report promptly any violations of the provisions of this law. The act as amended provides: That any person who shall willfully or maliciously set on fire, or cause to be set on fire, any timber, or grass or grass upon the public domain, or shall leave or suffer fire to burn unattended near any timber, or other inflammable material, shall be deemed guilty of a misdemeanor, and upon conviction thereof in any District Court of the United States having jurisdiction of the same shall be fined not more than \$500, or imprisoned for a term of not more than two years, or both.

The Water Cure in Germany.

In no other country has hydrotherapy reached such a state of perfection as in Germany. Almost everything is cured, or relieved, or benefited, by water. Besides the numerous watering places, plain and fashionable, there are dozens of water-cure institutions throughout the empire, and the number is constantly increasing all the time. The University of Berlin has recognized the importance of this branch of medicine, and decided upon erecting a special chair for hydrotherapy.

DECLINE TO MAKE STATEMENT FOR PUBLICATION CONCERNING THE RECENT TRIAL.

Dr. Starr Proven But Suspended Him for the Reason It Was Thought He Had Been Impudent.

Dr. Starr, who has a good many friends who assert that there is nothing in the charges and believe him a victim of a conspiracy, all of which will be made right at the annual state conference, when there will be a review of the case.

RAN INTO A CRATER.

Gold Hill Miner Asks Advice Concerning His Find.

George Donaldson, who is engaged in developing a mine at Gold Hill, writes to the Oregonian that he has run in a tunnel a distance of 150 feet, and at that point he "encountered an old burned-out crater or chimney, which appears to go deep into the earth." He asks what he is to do. He says if the crater would be of interest to scientists he will make

NOME FLEET'S PROFITS

DELAIS, FUEL AND LIGHTERAGE ABSORBED THE WEALTH.

Another French Ship Coming in Ballast—July 10th. The golden harvest which the shipowners engaged in the Nome business expected did not in many cases materialize, and the many of the companies engaged in that trade do not suffer a positive loss, they may consider themselves fortunate, as the fleet met with many obstacles from the ice-locked sea, and these, added to exorbitant lighterage charges, have made such a deep cut into what in the month of May gave promise of being one of the most profitable shipping enterprises in the world.

CAPE NOME BEACH, LOOKING NORTHWEST.



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Hawkins, H. H. Northup and Dr. A. E. Rowley. President Moore's letter follows: St. Louis, June 2.—The third week in November, last year, the National Convention for Good Roads and Public Improvements will be held in this city or Chicago. Before that time, two or three district conventions will be held in September and October in Western states. If your citizens will take necessary interest, I believe a splendid convention can be successfully managed at Portland. It is my intention now to hold one either at Omaha or Denver, one at Seattle or Portland, and one at Los Angeles, or New Orleans.

By inviting such gentlemen as General Nelson A. Miles, who is interested in the construction of a National highway across the continent, and one or two leading Democratic and Republican politicians, to speak on the advantages of good roads and other internal improvements, these should induce thousands of farmers and tradesmen to congregate. I think also that prizes should be awarded for automobile races, and an exhibition of all kinds of improved road machinery, wagons, carriages and other wheeled vehicles.

Concerning Bee Trees.

DALLAS, Or., July 7.—(To the Editor.)—Will you please print the law of this state in regard to the discovery of bee trees. Can the person finding the tree take the bees without the permission of the owner of the land, or can the owner of the land take the bees without permission of the finder of the tree. JOHN ROMCLIFFE.

Three Bodies Recovered.

CLIVELAND, O., July 10.—Three bodies of victims of the ill-fated yacht Idler, which foundered 19 miles from this point during a terrific storm last Saturday, were recovered today. They were those of Mrs. Corrigan, wife of Captain James Corrigan, owner of the yacht; Mrs. Charles Riley, wife of Charles Riley, of New Brunswick, N. J., and daughter of Captain James Corrigan; Miss Rita Corrigan, daughter of Captain John Corrigan.

Trade With Spain.

NEW YORK, July 10.—The Compania Transatlantica Espanola steamer Leon XIII, for Cadix, Barcelona and Genoa, took out a complete cargo of general merchandise. The agents of the line are pleased with the prospect of business increasing with Spain. There were 236 bales of cotton on board the Leon XIII for Barcelona alone.

Domestic and Foreign Ports.

ASTORIA, July 10.—Condition of the bar at 5 P. M. smooth; wind, south; weather, cloudy. San Francisco, July 10.—Sailed—Schooner Guide, for Gray's Harbor. Port of Callao, July 10.—Barkentine Robert Sudden, for Port Pirie. Seattle, July 10.—Ship Iroquois, for Honolulu. Neah Bay—Passed by July 9—Steamer Lakme, from Dutch Harbor, for Seattle. Queenstown—Arrived July 9—German ship Margretha, from Oregon. Honolulu—Sailed June 29—Ship Fiorini, for Tacoma. Hamburg, July 10.—Arrived—Batavia, from New York. Boulogne—Sailed July 9—Patricia, for New York. Liverpool—Arrived July 9—Westernland, from New York. Manila—Arrived July 9—Beaconshire, from Tacoma. Muroran—Sailed July 8—Almond Branch, for Portland. New York, July 10.—Arrived—Belgravia, from Hamburg; Koellenz Louise, from Bremen; Friedland, from Antwerp. London, July 10.—Arrived—Minneapolis, from New York. Bremen, July 10.—Arrived—Roland, from Baltimore. San Francisco, July 10.—Sailed—Steamer Umatilla, for Victoria; Dolphin, for Seattle; Wellington, for Comox; Victoria, for Chemainus; Estella, from Seattle. Arrived—Steamer St. Paul, from St. Michael. Unalakleet. Yokohama—Arrived previous to July 7—Steamers Eldwood, from Port Hadlock; San Shanghai; Hong Kong Maru, from San Francisco; via Honolulu, for Hong Kong.

Bicycle Makers Fail.

MILWAUKEE, July 10.—The Julius Andrus & Sons Company, makers of electrical supplies and bicycles, today placed its affairs in the hands of its creditors. The liabilities are placed at \$100,000; assets \$25,000. There are no preferences.

Dr. Sanford's Liver Invigorator.

The best Liver Medicine, A Vegetable Cure for Liver Ills, Biliousness, Indigestion, Constipation, got-off, say \$20 and \$25 for first and second-class passengers—did not in many cases actually pay the cost of feeding them. When we saw we were not going to make much of the passengers we were congratulating ourselves that we would at least clean up a neat sum on the freight, as that could not eat its head out, but we had a very bad awakening when we reached Nome and found that the cost of discharging freight and placid it above high-water mark, as our contracts called for, cost us from \$15 to \$25 a ton, as we had exorbitant lighterage charges to pay, and on top of that we had to pay the men on the beach wharfe, but we had a very bad awakening when we reached Nome and found that the cost of discharging freight and placid it above high-water mark, as our contracts called for, cost us from \$15 to \$25 a ton, as we had exorbitant lighterage charges to pay, and on top of that we had to pay the men on the beach wharfe, but we had a very bad awakening when we reached Nome and found that the cost of discharging freight and placid it above high-water mark, as our contracts called for, cost us from \$15 to \$25 a 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