PUIS IT IN A NEW LIGHT

Investigation, even though I found it unnecessary to convene a jury and hold a formal inquest. The Board of Commissioners allowed me my fee of \$\mathbb{S}\$ and mileage. Thus I was enabled to aver the county many creatly inquests. The reduction made in the expenses of the office very very material, and I submit that equal safety to the public was secured and there was no injustice to any. For some reason the Board stopped this, by interpreting that I was entilled to nothing for my services, except when an inquest was held. This forced many more dases before a Coroner's jury, or involved the alternative of letting them go without any investigation or forcing me to spend much of my time investigating without any investigation or forcing me to spend much of my time investigating without any investigation or forcing me to spend much of my time greatly to the past month the Coroner's office. Contrary to the inference that the Coroner's office for the past of the custom in the Coroner's office for the past of the custom in the Coroner's office for the past of years, except the six months immediately preceding, and a letter accompanies the bill, using for a ruling by the Commissioner will be seen that there was note. It will be seen that there was note. It will be seen that the country a considerable sum each month. In this instance, as in all offices. The arguments he advanced therein as to the justice of certain charges under the present fee system, were merely to place before the Commissioners will be seen that there is no stupendous 'graff' as might be fully advised when acting. All the fees enumer and in the June bill have not been charged by the office for the past months, and they were inserted this time according to the Coroner's conception of the public at large. If the Commissioners will apply the country accountry as a exceedingly acceptable, as I have not always found any views which seemed to me unquestionably more economical than many here or the same property. It may be a reporter vised when acting. All the fees enumerated in the June bill have not been charged by the office for the past six months, and they were inserted this time according to the Coroner's conception of the law, and to get a ruling from the new Commissioners. When seen yesterday by a reporter, Dr. Rand said:

"There seems to be two general grounds of complaint indicated in District Attorwey Chamberlain's criticism. One is for

of complaint indicated in District Attor-ney Chamberlain's criticism. One is for serving papers and doing work which might be performed by the Sheriff's of-fice, and the other is for holding inquests where they are not absolutely necessary. 'In answer to the first proposition, I will call attention to my communication addressed to the Commissioners, in which have endeavored to explain the reason-

have endeavored to explain the reasoneness and justice of the system govern-the office. This letter was written ing the office. This letter was written long before District Attorney Chamber-lain advised on the matter, and is as fol-Portland, Or., June 17, 1900.

Portland, Or., June 17, 1800.

To the Honorable Board of County Commissioners—Gentlemen: Under date of November 2 last 1 received a letter from our County Auditor, informing me that the only fee allowed the Coroner would thereafter be & for each inquest, and mileage, and for reducing testimony to writing, 10 cents per follo. Up till that date the fees of the Coroner had always been, in addition to the & for holding inquest, the regular fees for summoning a jury, for subpensing witnesses and for administering onths. These fees had been allowed by provisions of the code to which will refer hereafter. With your permission, I wish to state my view upon these questions.

design. I wish to state my view upon these questions. It will at a moment's thought be seen that if the Coroner shall, as required by aw, visit the scene, find and summon six urors, find and subpena all the witness, reduce all testimony and verdict to criting (and it is usually lengthy), make out the verified statement and his report, and is allowed nothing for serving summons, nothing for serving subpenas, nothing for administering caths, one or two things must inevitably result, namely: If he does it all himself, it must of necessity prolong an inquest to a length of time beyond all reason; or if he hires a person to serve summons and subpenas to six jurors, and some three to 10 witnesses, as the case may be, there will not, on the average, be a penny left of the \$\mathbb{S}\$ unless he saks that some one does it free, which I submit the law nevar contemplaies.

of the 35 unless ha saks that some one one does it free, which I submit the law never contemplates.

It seems from this clear, beyond all doubt that, whether the letter of the law shows it or not, the legislators did not so intend, nor has it been so held here before, nor is it so held in any other large city. With all the assistance the Coroner was, under former rulings, enabled to procure, inquests would often require one or two days or more, not to mention the further time required in making a minute statement and a report of each case. It is clear that in such instances the Coroner would be out both time and money. But it seems to me that even the letter of the law does not indicate this meaning, but rather, as has been held here formerly, as is held clsewhere under similar law, and our own Supreme Cour; as far as it has ever had occasion to pass upon this question, has placed upon this a reasonable and liberal construction.

apon this question, has placed upon this a reasonable and ilberal construction. Looking into the various sections bearing upon this question we find that section 255 reads as follows:
"The fees of the Coroner shall be as follows: For holding an inquest concerning the death or wounding of any person, E.

"A Coroner, when acting as Sheriff, is entitled to the same fees as a Sheriff."

We note here there is nothing mentioned requiring the Coroner to summon a jury, subpens witnesses, administer oaths or reduce testimony to writing. These requirements are mentioned elsewhere, and naturally no labor is required to be given free, the \$5 being by the very letter of the law allowed for holding the inquest.

nquest. 1650 requires the Coroner to summon a jury. Section 1661 requires the Coroner to summon a jury. Section 1661 requires the Coroner to administer oaths. Section 1662 requires the Coroner to subpens witnesses. Section 1663 gives the Coroner the power and requires of him the duties of a Magistrate. Section 2540 reads: 'The Sheriff for summoning a jury in any other (than Circuit and County Courts) required by law, \$2.'

If the law states that the Coroner shall receive \$5 for holding inquest, is there any reasonable ground for saying that this means that he must do all the other work and perform all other duties fream gratie? Is it equitable? Does the law so read?

law so read?

When the Coroner summons a jury does he not act as Sheriff, and is it not an act distinct from the holding of inquest? No inquest can be held till a jury is summoned. They are two distinct acts. When he subpense witnesses, does he not act as Sheriff, and is that act the holding an inquest? When he swears jury and witnesses does he not perform another distinct act, and is he not acting as a Magistrate?

Does the law in any instance recuire

distinct act, and is he not acting as a Magistrate?

Does the law in any instance require time to be given and duties to be performed free, unless it so states? The law states clearly what the Coroner shall receive for holding inquest, but it does not state that this includes the other functions which the law elsewhere and distinctly sets forth, but on the contrary it assess to me the law does, by clear implication, allow a reasonable fee for the duties and labor it requires.

I inclose a sample of the fee bill formerly used, and I submit to your cendid consideration that it is only fair and reasonable, and it seems to me, is exactly

sonable, and it seems to me. is exactly what the law does allow both by letter and by clear implication, and the fees unand by clear implication, and the fees un-der such interpretation are at least not

Honing you will give the matter your vorable counideration, I remain yours

favorable country respectfully.

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 death merits criminal inves-tigation, and while I admit the little fee attached to the work might seem an incentive to unnecessary investigation, 1 hope that I have not been understood as so developing my work at the public exe. If a case of violent or prema-death should be passed without my attention and a criminal escape thereby, I would be severely censured by the public when the fact became kenwn. Therefore it will be seen that my office Involves a degree of discretion, the exercise of which is imposed upon me and the approval or disapproval of which lies with the public. I want to perform the duties of my office according to the demands of the public, and if I have been over-senious it was because I been over-zealous it was because I deemed the public interest and safety de-manded what I have done.

"I cannot tell whether suspicious cirimpeances attend a case of death unless investigate. I cannot believe the law antemplated that I should spend my time such investigations without comflice, nor can any other person so situated as to have to earn the means of ex-istance. Until about seven months age a system prevailed in this office by which

TO CONNECT CYCLE PATHS. Comprehensive Plan for the South ern 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 Twenty-first street to the Southern Pacific carshops, at the intersection of East Twelfth street and Hawthorne avenue, with a view to the construction of a path on Hawthorne avenue to East Third street. This is a simple and complete system and will units all these outside paths in that district, and put a stop to much friction. It will necessitate the building of a path from Division along the Milwaukie street to Frankfort. Permission was given to use the sidewalk from Holgate to Frankfort street, but wheelmen continue to use the sidewalk northward from Frankfort the same as ever, as the street is impassable. A path along Hawthorne avenue from East Third to East Twelfth will serve the public well. As the avenue is 70 feet wide there is ample room for a wide path. This system will be incorporated in the gen-eral plan covering the city by the cycle council committee, and which will come before the City Council for approval.

Burled at Gresham.

The remains of Louis Dinger and two old, the victims of the street-car acci-dent at Tacoma, 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 topk place at the home of Mr. Roberts, Tather-in-law of the de-ceased, and were conducted by Rev. H. L. Hardingham. Gresham cemetery was the place of interment. The funeral was largely attended by the friends of the family. Mrs. Dinger, who was also seriously injured, is in Portland, and could not be present. She is improving. Miss Effic Roberts, a sister of Mrs. Dinger, married to Miss Mary Roberta, of Gres-ham, in 1894. To them three children were born, two of whom were buried by their father. They lived at Lakeview until this fearful sccident.

Dr. Whitnker at Cambridge.

Rev. George Whitaker, late president of the Portland University, has been heart-ily welcomed back to his former church in Cambridge, Mass. and has entered on vember 21 to 23, 1838, I was elected presihis work there with his old-time vigor. about returning to hi old charge, after his experience in the Northwest, but the manner of his recop-tion by his former congregation made him perfectly at home. Dr. Whitaker was very much disappointed over the fallure of the Portland University, although he exhausted every effort to es tablish It.

Enst Side Notes.

The grocery store pear the corner of East Twenty-first and Division streets was broken into a few nights ago, and between \$10 and \$15 worth of tobacco. cigars and other articles were stolen Those going to the coast or mountain should not fall to notify the East Side route agents of The Gregorian so that the paper may be changed to their new

The son of Rev. John H. Gibson, of th United Presbyterian Church, on Grand avenue, is seriously ill with typho'd fever. He has been sick now for the past week. Mr. and Mrs. Gibson 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. Gelinsky and family, who were in tending to take a tour of Europe, been compelled to give up their trip on account of the illness of their son, Wai-ter E. Gelinsky, who was taken very sick at the time they expected to start. The

ened condition Dr. Wise, room 61s, The Dekum.

TO PREVENT FOREST FIRES

son is improving, but is still in a weak

General Land Office Calls on All Sub

ordigates 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, amending the act to prevent forest fires on the public domain, ap-proved February M. 1897, and calling on all officials of the General Land Office

to report promptly all violations of the provisions of this law. The act as amend-ed provides: "That any person who shall willfully or maliciously set on fire, or cause to be set on fire, any timber, underbrush or pet on fire, any timber, under or shall grass upon the public domain, or shall leave or suffer fire to surn unattended near any timber or other inflammable material, shall be deemed guilty of a misdameanor, and upon conviction thereof misdemeanor, and upon conviction thereof in any District Court of the United States having jurisdiction of the same shall be fined in a sum not more than \$5000 or be imprisoned for a term of not more than two years or both.

"Section 2. That any person who shall build a fire in or near any forest, timber, or other inflammable material upon the public domain shall, before leaving said fire, totally extinguish the same. Any person failing to do so shall be deemed guilty of a misdemesson; and upon conviction thereof in any District Court of the United States having juris-diction of the same shall be fined in a sum not more than \$1000 or be imprisoned for a term of not more than one year, or both."

The Water Cure in Germany.

Chic go Record.

In no other country has hydropathy reached such a state of perfection as in Germany. Almost everything in cured, or attempted to be cured by water. Besides the numerous watering places, plain and fashionable, there are dosens of water-cure institutions throughout the empire, and suffering mankind is crowding all of them. The University of Berlin has recognized the importance of this branch of medicine and decided upon and the second of the for hydrothere. Intil about seven months ago in has recognized the importance of this been sevalled in this office by which branch of medicine and decided upon paster of the Sunnyside Methodist owed something for making an erecting a special chair for hydrotherapy. Church, has returned to his home. He

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 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. Taylor said he considered good roads leading into a town as important as rail-roads. The matter was referred to L. L.

decilnes to make any statement for publication concerning the recent trial. It should be said in this connection that the trial committee did not find the charges against Dr. Starr proven but suspended him for the reason'it was thought he had been imprudent. 'Dr. Starr 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.

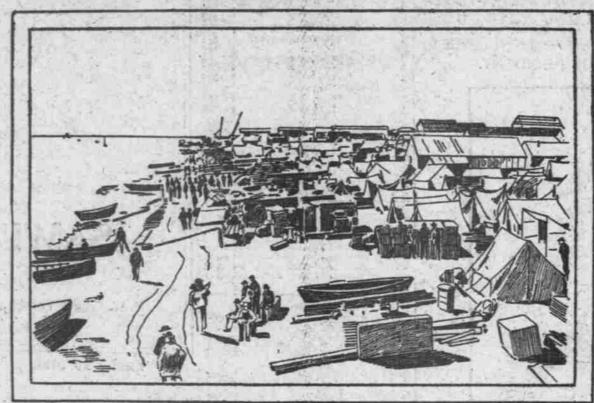
Gold Hill Miner Asks Advice Concerning His Find.

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 116 feet, and at that point has "encountered an old burned-out crater or chimney, which appears to go deep down into the carth." He asks what he is to do. He says if the crater would be of interest to scientists he will make

DELAYS, FUEL AND LIGHTERAGE ABSORBED THE WEALTH.

Another French Ship Coming in Ballast-July Oriental Steamers-Margrethn Reaches Queenstown.

TACOMA, July 10.-The golden harvest which the shipowners engaged in the Nome business expected did not in many cases materialize, and if 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 out into what in the month of May gave promise of being one of the most profit-able shipping enterprises in the world



CAPE NOME BEACH, LOOKING NORTHWEST

lows: "St. Louis, June E .- The third week in November, this year, the National Con-vention 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 Sep-tember 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 Port-land, 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 is also improving. Mr. Dinger, who was leading Democratic and Republican poli-buried at Gresham yesterday, was 25 ticlans, to speak on the advantages of years old, and was an engineer. He was 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 ve

dent, since which time 38 district and ward of 100 local associations organized. "The question of constructing a Na-tional highway from the Atlantic Coast to the Pacific Coast is taking definite shape. It is probable that construction will begin in less than two years.

"If we hold a convention in your city the last of September, or the first of October, committees could be appointed and other necessary steps taken to stimuate the National highway moves 'Please let me hear from you at your

Hawkins, H. H. Northup and Dr. A. E. a turn around it; if not, he will pass that many of the companies will suffer Rockey. President Moore's letter follows:

Mr. Donaldson should furnish more in business.

Mr. Donaidson should furnish more definite information about this hole in the ground. He should consider his own interest before those of scientists and descend to the bottom of the crater, or as far as all the rope obtainable will lower him, and find what is at the bottom, if there is any bottom. The "mother lode" may be down there, or a good mine, at least. Such holes are probably scarce, but before giving any advice in regard to it, it is necessary to know how deep it is, and how wide, and if it has

may be well to make a turn around it, but if he passes through it he will have to floor it over, and it will still be accessible. It ought, by all means, to be explored, and if there is nothing in it, it can be used to dump the material from the tunnel into. Cannot some one be found there to explore it and write it up? It may lead to some sort of mammoth cave, which may prove one of the wonders of the world.

JOHN ROMCLIFFE.

There is no law in this state or any other so far as is known in regard to the discovery or ownership of bee trees. A tree standing on land owned by any person is his property, and no one else has any claim or title to it, whether it contains a bees' nest or a bears' nest, or a spuirrels' nest, or a woodpeckers' nest.

er lode" may be down there, or a commine, at least. Such holes are probably scarce, but before giving any advice in regard to it, it is necessary to know how deep it is, and how wide, and if it has any opening above, etc.

If it is not too difficult or expensive, it may be well to make a turn around it, but if he passes through it he will have but if he passes through it he will have to be and it will still be acompleted and it will be acompleted and it will be acompleted a boarding and lodging our passengers ran into thousands.

"When the boats finally did get away. late as the passengers thought it was, the fact was soon apparent that the fleet had left the Sound fully 10 days too soon, in consequence of which nearly every one 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 North for coal the prevailing prices in the owner of the laws.

first-class ticket, as brokerage both on freight and passengers took up a large proportion of the receipts, and the high prices paid for tickets went to individ ais, bringing no profit to the company.
"In figuring on the business, we had estimated that 10 or 12 days would be all the time we would have to feed the pas-sengers, but instead of 10 or 13 days it was anyway, including the port bills from 45 to 70 days' board we had to give the passengers, both first and second earliest convenience, as we are commu- in early days when the greater part of class. Thus the net rate the companies

that can own their own wharf or lighterage system and who can get their boats both to and from both ends in a reasonable time; but the fleet which left in May, 1900, one of the greatest fleets ever cleared in the world for a reported gold strike, and which at its inception gave promise of greater profits than any enterprise ever undertaken, is certainly, so far as a majority of the boats are concerned, a financial failure."

Francisco, via Honolulu and Auckland. Plymouth, July II.—Arrived—Graf Waderse, from New York for Cherbour and Hamburg, and proceeded.

AN ALI-AROUND ATHLETE, Merry Winsome, Versatile 17-Year Old Miss Hecker, Golf Champion.

ANOTHER BOUNTY EARNER. French Bark General Melifnet Com-

ing to Portland in Ballast. The French bark General Mellinst sailed from Glasgow last Saturday for Portland to load for the United Kingdom. making a fleet of six French vessels that are coming out from Europe in ballast to load wheat at this port. Seventeen thousand miles is a long distance for a ship to sail in ballast, but, owing to the gen-erous subsidy paid by the French Government, the vessels which have made the trip have paid a profit on the outward trip, and with high freights homeward have been highly profitable to the own-ers. The benefits derived by France from this bounty system are not easily distinguished. The objects of the subsidy or bounty are said to be the promotion of trade between France and the rest of the world. The signal failure of this object is amply illustrated by a review of the Mellinet's work for the past two

years. She sailed from the Clyde in ballast for Taltal, July 12, 1882. On agrival she was ordered to Caleta Buena, where she loaded nitrate for Hamburg. At the lat-ter port she loaded general merchandise ter port she loaded general merchandles for Tehio, and on discharging at that port loaded ore for Glasgow, where she arrived in June, 1900, and from which port she has just sailed for Portland. Thus, in-stead of the French people receiving any benefits in trade development through subsidizing the vessel, they are actually paying for tonnage used by the English nitrate dealers, the German manufactur-ers and the Oregon wheat growers, the profits on the operation going not to the French people as a whole, but to a few individual shipowners.

MARGRETHA ARRIVES OUT.

Ship of Many Troubles Makes a Fairly Good Run to Queenstown. The German ship Margretha, the last vessel to sall from the Columbia in Fob-ruary, arrived out at Queenstown Monday, after a fairly good passage of 132 days. The Margretha is the vessel which was run down by the Magdalene while lying at Columbia dock, last January. She arrived in port with her cargo in a dam-aged condition and a well-developed mutiny among the crew, who told some very hard stories about the treatment they had received at the hands of the master. The captain, by his boorish manners, made himself cordially disliked by every man with whom he came in contact, and no vessel that has loaded at Portland in many years has had so many different kinds of trouble while lying in port. The fact that the Margretha arrived out without some extraordinary mishap was a surprise to the water-front contingent in Portland.

MORE JULY STEAMERS.

Almond Branch and Belgian King

Both to Lond at This Port. The British steamship Almond Branch, under charter to the Pacific Expert Lumber Company, sailed from Mororan, the Japanese coaling port, on Sunday, and is expected to make the run across in about 18 days. The Almond Branch is a whale-back steamer, and is larger than the other "Branches" that have reached here. July promises to be a good month for steamships at this port. In addition to the Almond Branch and the regular liner Braemar, which is due next Sunday, the California & Oriental Steamship Company will have their regular liner Belgian King loading at this port within the next two weeks. The steamship business with the far East is increasing quite rapidly, and not only will there be more transient steamers in the business this season, but there will be more of the regular liners.

GOLDSBOROUGH FLYING.

of the land take the bees without permission of the finder of the tree.

Name of the land take the bees without permission of the finder of the tree.

Reported to Have Made 32 1-2 Knots

TACOMA, July 10 .- The torpedo-boat destroyer Goldsborough made a most excellent run to Scattle Sunday. Just what the running time was is not known, but as she did not leave the dock until about 1:30, and by 4 o'clock she was again at her berth, she must have made a very fast run.

cording to an engineer, she made a spurt for two miles, making the seemingly incredible speed of 32% knots an hour According to this man, she will not have the least trouble to make the speed required of her, 30 knots. As she rounded Brown's Point, on her return from Seattie, several watches were timing her, and according to these she was then making about 28 knots an hour.

Three Bodies Recovered.

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

Trade With Spain. NEW YORK, July 19 .- The Compania Transatlantia Espanola steamer 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 2500 bales of cotton on board the Leon XIII for Bar celona 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.—Salled—Schoon-er Guide, for Gray's Harbor. Port Gamble.—Salled July 2.—Barkentine Robert Sudden, for Port Pirle. Seattle.—Sailed July 9—Ship Iroquois, for Neah Bay.-Passed in July 1-Steemer

Lakme, from Dutch Harbor, for Seattle. Queenstown.-Arrived July 3-German ship Margreths, from Oregon. Honolulu.-Sailed June 29-Ship Flor ence, for Tacoma.

Hamburg, July 10.—Arrived Batavia,

from New York. Boulogne.—Sailed July 2—Patria, for New York. Antwerp.-Arrived July 3-Westernland, from New York. Manila.—Arrived July 3—Beaconshire, from Tacoma. Muroran.—Sailed July 3—Aimond July 8-Almond

Branch, for Portland. New York, July 10.—Arrived—Belgravia, from Hamburg: Koenigen Louise, from Bremen; Friesland, from Antwerp, London, July 16.—Arrived—Minneapolis, from New York.

Bremen, July 10 .- Arrived-Roland, from Baltimore. San Francisco, July 10 .- Sailed -- Steam ers Umatilla, for Victoria; Dolphin, for Seattle; Wellington, for Comox; Victoria,

and Unalaska. Yokohama-Arrived previous to July !-Steamers Eldswold, from Port Hadlock,

via Shanghai; Hong Kong Maru, from

San Francisco, via Ho Kong. Boulogne, July 19.-Arrived-Steamer Maasdam, from New York for Rotterdam,

Plymouth, July II.—Arrived—Graf Waldersee, from New York for Cherbourg and Hamburg, and proceeded.

Merry Winsome, Versatile 17-Year-

New York Journal. Miss Geniveve Hecker, who beat Miss Beatrix Hoyt at golf recently, is the best player stroke for stroke or match for match ever seen in this country, and she gives promise of continuing to im-prove. She has perfect nerves and com-plete self-control.

She first came into prominence issue. Fall by qualifying at the national championship, but was defeated in the first round by Mrs. J. Franklin McFadden, the champion of the Philadelphia Coun-

try Club.

This newest golf companion is a born and bred Connecticut girl. She is the daughter of F. C. Hecker, the multi-millionaire flour merchant, and the baby of his family.

Miss Hecker is only 17 years old. She declares that the newspapers are worse than the census man, as far as ages go, for since she has come into golfing no-tice her age has been published broadcast, and she says, with a charming lit-tic look of feigned despair, "never anymore can I make myself out younger than I am."
Though she was born at Darien, Cor

she has spent the greater part of hear life at Noroton, Conn., where the Hecker place on the old post road is one of the most heartful along most beautiful along the Sound. It is a white and yellow colonial house, with broad porches and velvety green lawns

aloping down to the water.

Miss Hecker is an out-of-door girl, and she looks it. She is a well-developed muscles and fine coloring. She has very light hair and gray eyes, which talk and twinkle. She is little and supple, and there isn't an open-air sport that she hasn't tried and doesn't love. She weighs 130 pounds, and her height is 5 feet 5%

She is fond of yachting, and has a catboat of her own, and can handle the tiller like an old skipper. She plays a fine game of tennis, and two years ago won a much contested tournament at Noro-

Miss Hecker has been playing golf only for the last three years. She has never had a teacher, but has practiced away, by herself on the links of the Wee Burn Club, of Noroton.

The members of this club, of which John D. Crimmins is the president, are in high feather over the fact that their youngest member now bids fair to be the woman champion golfer of the United States. From August 28 to September 1 on the golf links at Shinnecock Hills, Miss Hecker will play Miss Underhill for the championship, and as she won the match with her last week by 9 up and 7 to play, there is strong probability that she can defeat the present champion

again. Miss Hecker is not only an all-round athlete. She is a merry, winsome giri, with a charm of manner that wins her friends everywhere. She has musical talent and plays the mandolin with much

Her golf clothes are much like those worn by every other golf girl. She invariably wears a short tweed skirt and a shirt waist. She prefers the shoes with hobnail soles to those with rubber discs. When most interested in the game, she plays with her sleeves rolled up and hat

An Unanswerable Arraignment. St. Paul Pioneer Press.

Certainly "the Constitution follows the flag," but not in the sense intended by Mr. Bryan when he wrote this sentence into the Democratic National plat-form. In that sense the Consti-tution, with all its provisions and all the laws of Congress, in-cluding our internal revenue and tariff laws, extends over Porto Rico and the Philippines. For in one, as in the other, our flag is there as the symbol of the sovereignty which was ceded to the United States by the Spanish treaty. By that treaty we succeeded to the sovereignty of the only government which had ruled the Islands almost continuously for over 300 years. If in the same in for over 300 years. If, in the se tended by Mr. Bryan, the Constitution, in all its parts, became operative there by the mere fact of this extension of our sovereignty over them, where in the Con-stitution does Mr. Bryan find authority for his proposition to annul the Constitu tion in the Philippines and transfer th to another sovereignty than that of the United States? If the Constitution extends over them by its own force, then they have become an integral part of the indivisible organic unity of the United States, and cannot be disposed of or allenated in any way, even with the consent of their inhabitants. The arbitrament of the Civil War settled for all time the principle that they have no right to se-cession and that the Federal government has no power to annul the authority of the Constitution over them. So that Mr. Bryan's theory of the Constitution cuts the throat of his scheme for withdrawing the authority of the United States from the Philippine Islands and turning them over to an independent and sovereign Filipino

republic. Conquest of Siberia.

New York Evening Post. Siberia is no longer to be a penal col-The imperial decree abolishing the former status is not so much a witness to the czar's humanity as it is a tribute to the rallroad and the ploneer. Nothing since the opening of our own Western lands by the Pacific railways has been compar-able to the rapid settlement of the vast Siberian plains by the inrushing farmers who have followed, not the flag, but the iron road. Such colonization and development are Russia's surest pledge of supremacy in the far East. She advances over wastes to make them productive. What she has done by the Trans-Caucasus railway, she yet means to do along the whole northern stretch to Vladi-vostock, and later in Manchuria. It is not her army nor her fleets which make Russia truly formidable in the Orient, but her traders, her farmers, her misionaries, her civil officials, who swarm in to complete and solidify the conquests

DAILY METEOROLOGICAL REPORT. PORTLAND, July 10 .- 8 P. M .- Maximum PORTLAND, July 10.—5 P. M.—Maximum temperature, 77: minimum temperature, 54; total precipitation of P. M. to 6 P. M., 0.00; total precipitation since Sept. 1, 1889, 38.08; inches; normal precipitation aince Sept. 1, 1889, 46.99 inches; deficiency, 7.31 inches; total sunsiting July 9, 15:34; possible sunshine July 9, 18:34.

of the sword.

15:34. WEATHER CONDITIONS. The pressure is increasing along the Pacific Coast, and the barometer is highest near Cape Coast and the barometer is highest hear Cape Mendocino. A low-pressure area developed year suddenly resterday, and moved from the interior of California to Idaho, but as yet no rain has attended its progress. It is cloudy and threatening along the Washington coast, and light rain has begun falling near the Straits of Juan de Fuca. It is much warmer to Washington. Eastern Oregon and in Eastern Washington, Eastern Oregon and Western Idaho, and temperatures ranging be-tween 90 and 98 deg. prevail in that district. The indications are for fair westher in the Pacific Northwest Wednesday, except that showers will probably occur in Western Wash-ingten near the coast. It will be cooler in Eastern Washington by Wednesday evening.

WEATHER FORECASTS. Forecasts made at Portland for the 28 hours ending at midnight Wednesday, July 11: Oregon—Frobably fair; cooler in east portion; winds shifting to northerly. Washington - Probably fair, except showers ear coast; cooler in east portion; winds shift-

ing to northerly.

Idaho-Fair; cooler in north and west portions; winds mostly northerly. Portland and vicinity-Probably fair; winds

EDWARD A. BEALS, Forecast Official

DAT.

CAPE NOME BEACH, LOOKING SOUTHEAST.

the district conventions will meet. I will visit Portland and confer with your citi-sens regarding details of the convention as soon as you are ready to consider this most important matter. "W. H. MOORE, President."

Thanks From Newberg. The trustees recently gave valuable assistance to the people of Newberg in their effort to get a beet-sugar factory, and the following letter, thanking them for their interest, was received from Hon.

Clarence Butt: Please accept my sincere thanks for your kindness and interest manifested in the matter referred to you some time ago. I read your letter to the board of directors of the Newberg Development Company, and they were very much pleased with the manner in which you took up the matter, and it has materially assisted us. I am glad to inform you that we have raised the acreage, and also secured the site and have done our part toward securing a beet-sugar factory here, and the matter now rests with the

Dr. Starr's Case.

parties making the offer.'

nicating with other cities, and shall de-cide at an early date when and where allowed a man who discovered a bee tree and marked it with his initials, to claim it, or rather the contents of it, as his own, and his right was usually allowed, for in those days it was not safe to infringe upon the real or imaginary rights of others. The man marking the tree had no legal right to it. In the Law Encyclopaedia will be found the following, in regard to this question:

"Finding a bee tree on the land of another, containing a swarm of bees, and marking the tree with the initials of the finder's name, is not recisiming the bees, Nor does it vest in the finder any excitsive right of property in them, nor car he maintain trespass against a person for cutting down the tree and taking the bees and honey thereon.'

Bicycle Makers Fail.

MILWAUKEE, July 10.-The

Andrae & Sons Company, makers of elec-trical supplies and bicycles, today placed its affairs in the hands of its creditors. The liabilities are placed at \$105,000; as-sets \$155,000. There are no proferences. Dr. Sanford's Liver Invigorator. The best Liver Medicins, A Vegetable Cure for Liver Ille, Billousness, Indigestion, Constitution.

got-of, say, \$90 and \$65 for first and see ond-class passengers-did not in cases actually pay the cost of feeding "When we saw we were not going to

make much on 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 off, but we had a very rude awakening when we reached Nome and found that the cost of discharging freight and placing 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 wharfage at the rate of from \$3 50 to \$5 a ton. "One of our ships was ashore, and we had to jettison about 400 tons of coal to get her off. This coal, we had figured. would bring us 100 a Ion in Nome, and it had cost us, including sacking and freight rate, 250 a ton, as every inch of space used for this coal could have been rived—Steamer St. Paul, from St. Michael and Tunianka. ld at \$40 a ton.

"Several of the boats that left in May have not returned yet, and as the charter rate for some of these ships runs as high as \$500 to \$500 s day, not including fuel. It takes no great figuring to see, high as was the rate for both passengers and freight, they will come out with a heavy loss. The season is too short, and risks from ice and breakers too heavy, to make the track profitable to all but a few boats to the track profitable to all but a few boats.

from ice and breakers too heavy, to make the trade profitable to all but a few boats viously—Steamer Mariposa, from Sa.