FOR JANUARY LOADING

GERMAN BARK BERTHA COMING TO PORTLAND FROM SANTOS.

Strike in San Francisco Is Preventing Grain Ships Receiving Good Dispatch—Big Lumber Cargo.

Another German bark Bertha is headed for Portland, under charter to load wheat, and if she does not encounter a fate similar to that which overtook her namesake about a year ago she will reach Portland early in 1902. The German bark Bertha, which was chartered for Portland about a year ago, was lost at sea while coming in ballast from Wei-hai-wei to Portland. She sailed from the Russian port last November and was never heard of afterward, and is supposed to have perished in the tremendous gales which sent the Rathdown, Cape Wrath and Andrada to the bottom of the ocean. That Bertha was the largest sailing vessel ever listed for Portland, registering but a few tons less than 3000 net. The Bertha which was reported chartered yesterday is a vessel of about 1600 tons net register. She is now en route from Cardiff for Santos with coal, and after discharging at the sickly South American port will proceed to Portland in ballast. She was taken at 4ls 3d, which shows a steady freight market.

The strike in San Francisco is preventing ships securing higher rates, as exporters in the Bay City can operate only on a limited scale. The folly of shipowners in refusing a good charter rate is illustrated in the case of the British ships Toxteth and Allerton, now lying idle in San Francisco. Both of these ships were offered better than 39s 6d soon after their arrival in June, and had they taken that rate would now be well on the way to Europe. Meanwhile the strike has come on and they are unable to secure a charter at any rate, without the insertion of the "strike clause." There are no disengaged ships in this port, and so far as known none that are due for a long time.

Some of the chartered fleet ought to be along within the next few days. The Mabel Rickmers is probably the nearest at hand, as she is out 17 days from Hioga. On her last inward trip she came across the Pacific in 27 days. The Lonsdale, from Conception Bay, and the Falls of Halladale, from Valparaiso, are also due within the next fortnight.

ANOTHER STEAMSHIP LINE.

Sugar Business Supplying Business for Trans-Pacific Tramps.

There is now a tramp steamer service between Java and British Columbia, says the Victoria Colonist, one steamer arriving every few months with sugar for the British Columbia Sugar Refinery, the Crusader being now on the way, and there is a prospect that a regular line will be established between the west coast of America, and as the British Columbia sugar manufacturer is an importer of considerable sugar, it may be that British Columbia will be made a calling point of the new line. United States Consul Bairden, writing from Batavia, says, in part: "The Koninklijke Paketvaart Maatschappij (Royal Packet Company), of this place, proposes to open a steamship line between Java and the west coast of America, calling at Chinese and Japanese ports. Negotiations between this company and The Netherlands Colonial Office in relation to amount of subsidy to be allowed by the government have been going on for more than a month. The company, however, is not yet prepared to start this line. The question arises whether the ships will obtain sufficient cargo at the American, Chinese and Japanese ports to make it pay."

SHIPBUILDING TRUST.

Report That the Big Consolidation Will Soon Be Complete.

NEW YORK, Aug. 9.—Says the Journal and Advertiser:

It is reported that all the details connected with the proposed shipbuilding combination have been arranged and that the new corporation will be launched in a few days. It is understood that the Cramps are to be the backbone of the trust, aided by the Newport News company. The plan also includes the Vickers & Maxim interests and the Bethlehem ship and armor plate works. Other concerns that are to be included, according to present plans, are the Union Iron Works, of San Francisco; Bath Iron Works, of Bath, Me.; the Hyde Windlass Company, of Bath, Me.; the Crescent shipyard, of Elizabethport, N. J.; the Samuel L. Moore Sons & Co., of Elizabeth, N. J., and the Canada Manufacturing Company, of Carteret, N. J. The schedule for the trust is that the name will be the United States Shipbuilding Company, and the capitalization $65,000,000. It is said the holders of Cramp company stock will have the option of taking cash or 7 per cent preferred stock.

WILL CARRY RECORD CARGO.

Mammoth Steamship Strathgyle to Take Away 3,600,000 Feet Lumber.

From present appearances the steamship Strathgyle will secure the big cargo record for a lumber carrier before the Oceano arrives. The mammoth freighter is receiving her cargo quite rapidly, and it is stowing to such good advantage that she will carry much more than was expected. From present indications, it will require more than 3,600,000 feet to load the vessel to her fullest capacity. The Adato, according to her genial skipper, Captain MacIntyre, is not going to surprise anyone with a big cargo, but will be content to get away with about 3,000,000 feet. She will finish loading today and will clear in time to leave down tomorrow. The dispatch given the Adato is about the best that has ever been given any vessel carrying that class of lumber.

Steamer Talca Wrecked.

SAN FRANCISCO, Aug. 9.—The steamship Oregonian, which arrived from New York today, reports that the Pacific Navigation Company steamer Talco July 13 ran on a rock at the entrance of the habor of Coronel and will be a total loss. Captain Burgoin, of the Talca, and his crew were rescued. The Talca was a new vessel on her maiden voyage.

Nine Steamers Contracted For.

LONDON, Aug. 10.—It is reported in West Hartlepool that Sir Christopher Furness, the well-known shipbuilder and owner, has secured a contract to build nine steamers for the Hamburg-American line.

Marine Notes.

The British ship Dimsdale, the first of the April fleet to sail from Portland, passed Kinsale August 6, after a passage of 121 days from this port.

The British steamship Almond Branch, which collided with the Morrison-street bridge last Winter, is now on the famous Hooghly River. She arrived at Calcutta with a cargo of lumber from Puget Sound on Tuesday.

Three steamships chartered for Pacific Coast wheat loading have arrived at San Francisco, the Glenlochy, Cymbalene and Oak Branch. The Hyson is on Puget Sound awaiting a settlement of the strike before going south, and the Flintshire is on her way over from the Orient.

Domestic and Foreign Ports.

ASTORIA, Aug. 9.—Sailed at 12:30 P. M.—Steamer Elmore, for Tillamook. Condition of the bar at 4:30 P. M., smooth; wind, northwest; weather, clear.

Port Blakeley, Aug. 9.—Sailed—Brig Tanner, for Honolulu.

Shanghai—Arrived July 27—Steamer Sithenia, from Antwerp.

Nash Bay, Aug. 9.—Sailed—Barkentine La Haina, for Shanghai; U. S. S. Manzanita, for —.

Seattle—Sailed Aug. 7.—Steamer Farallon, for Skagway. Arrived Aug. 8—Steamer Dispatch, from San Pedro.

Redondo—Sailed Aug. 3—Schooner Glendale, for Tacoma.

San Francisco, Aug. 9.—Arrived—Steamer Mackinaw, from Seattle; steamer Progresso, from Tacoma; steamer Arcata, from Coos Bay; schooner Western Home, from Coos Bay; steamer San Mateo, from Nanaimo; brig W. G. Irwin, from Rock Harbor. Sailed—Steamer Matteawan, for Tacoma.

Valparaiso—Arrived July 24—German bark Anna, from Vancouver.

Kinsale—Passed Aug. 6—British ship Dimsdale, from Oregon for United Kingdom.

Gulf of Man—Passed Aug. 8—British ship Springbank, from Greenock for Vancouver.

Gauyamas—Sailed July 30—Schooner Dauntless, for Port Townsend.

Seattle, Aug. 9.—Arrived—Steamer Cottage City, from Skagway. Sailed Aug. 8—Steamer City of Seattle, for Skagway; steamer Queen, for Sitka.

Yokohama, Aug. 9.—Arrived—Braemer, from Tacoma for Vladivostock, etc.

Calcutta—Arrived Aug. 6—Almond Branch, from Port Blakeley via Mororan.

Havre, Aug. 9—Arrived—La Champagne, from New York.

Hong Kong—Sailed Aug. 8—Flintshire, for San Francisco.

London—Sailed Aug. 8—Manitou, for New York.

Moville, Aug. 9.—Sailed—Furnessia, from Glasgow for New York.

Glasgow, Aug. 9.—Arrived—Siberian, from Philadelphia via St. Johns.

Southampton, Aug. 9.—Sailed—Columbian, from Hamburg for New York.

Boston, Aug. 9.—Arrived—New England, from Liverpool.

KINSALE, Aug. 9.—Passed—Cufic, of New York, for Liverpool.

Cherbourg, Aug. 9.—Sailed—Columbia, from Hamburg and Southampton, for New York.

Browhead, Aug. 9.—Passed—Etruria, of New York, for Queenstown and Liverpool.

CLOTHING FOR THE POOR.

Portland Branch of Needlework Guild of America.

PORTLAND, Aug. 9.—(To the Editor.)—Perhaps there are many who do not yet understand what the Needlework Guild of America is for, or quite what an important organization it is for every city. The object of the guild is to collect and distribute new, plain, suitable garments to meet the great need of hospitals, homes and other charities. The Needlework Guild of America was organized in Philadelphia, April, 1885. It is composed of many branches. One branch only is formed in any city or town, and shall control the distribution of all garments collected by its members. The annual contribution of two or more new articles of wearing apparel or household linen, or a donation of money, constitutes membership in a branch. Men, women and children may become members.

I am writing this article to ask the people of Portland to come forward and help us in this work, and we hope that every one—in the stores and in the homes—will be willing to give something towards this good work that the Needlework Guild of Portland has undertaken. It is not for any church or particular organization, but for all charitable institutions, and even private cases of the poor and for help in emergencies. All kinds of clothing will be needed, and little children should be taught to help by giving articles of clothing for the little ones, as there are always calls for these in the homes and the hospitals. Any one wishing to give a contribution of money or two articles of clothing a year can notify me, or bring them to me at once, as this will save us collecting them. I will be pleased to see any one on Friday of each week after the 20th of August, or will mail any information to those who write to me for it. We will call our next meeting the middle of September, and will then form our sections. Each of these to report to the main branch. Our annual meetings will be in November, the date to be fixed at the next meeting, and we want as much clothing made and given to us before then as possible, in order that those needing it may get it before the cold weather sets in. As this is our first year, we must get as many voluntary contributions as possible, many being out of town and we having no time to canvass the city; neither should it be necessary for us to do so, for the guild once organized and each one giving yearly her contribution, it would do away with such begging as has gone on in the past. People in need can always be referred to the guild for help. Communications may be sent to

MRS. JAMES SYKES REED,
741 Hoyt street.

There is room in the guild for every one, says one of the workers—for invalids, and others with limited time and strength; for the grandmas and for the schoolgirls, and the good which may be accomplished by these united efforts is beyond estimate. What a blessing it must be to a weary, overworked mother to receive new, comfortable garments for her little ones. It is said that a mother failed to recognize her pretty baby, whom she was accustomed to see bundled in an old shawl, when brought to her in a whole new suit of guild clothes; and also that a little boy, when given a new shirt, asked eagerly, "Is it all for me?" because up to that time, by way of a treat, he had occasionally worn one in turn with his brother.

The guild will supplement the work of the hospitals, whose warm beds the outgoing patients must leave, often to go thence to cold, cheerless homes, with such scant, poor clothing that relapse or another form of disease finds them an easy prey. It will aid the homes for children, the aged and the friendless, and many other organizations which call so earnestly for warm, serviceable clothing. Drummond says, "The greatest thing a man can do for his heavenly father is to be kind to some of his other children."

MADE FULL REPARATION.

Victor Enthusiastically Welcomed the Vice-President.

VICTOR, Colo., Aug. 9.—Victor made full reparation today for the discourteous treatment of Vice-President Roosevelt during his campaign last Fall, fully 20,000 people giving him an enthusiastic welcome. The Vice-President and party arrived on a special train. They were greeted by blasts of giant powder and hundreds of steam whistles from shafthouses all over the district. The party was met by a Victor committee and escorted to the Portland mine. The road was lined everywhere with a cheering throng. After an inspection of the mine workings 1000 feet below the surface, the Vice-President was taken to the Gold Coin Club for lunch, where he responded to a toast. A public reception was followed by a carriage drive about the district. The party then went to Cripple Creek, where they were entertained, returning to Colorado Springs in the evening.

Probate Matters.

Edward T. Taggart was appointed yesterday administrator of the estate of the late William Stokes, of California, for the property of the deceased in this county.

Mary A. Burke was appointed administrator of the estate of the late Agnes Jane Burke, whose last will and testament was admitted in probate yesterday. Henry Burke and John Burke are each given $100 by the will, the remainder of the property of the deceased, including her interest in the estates of her deceased father and mother, is bequeathed to her sisters, Mary A. Burke and Margaret E. Burke Humason.

FOR THE COAST.

The O. R. & Co.'s steamer T. J. Potter will leave Ash-street dock today at 1:15 P. M. for Astoria and North Beach points. City Ticket Office, Third and Washington.

RIVERS IN GOOD SHAPE

RESULT OF RECENT SOUNDINGS BY THE PORT OF PORTLAND.

Except in a Few Isolated Cases the Depth of Water Is Not Under 22 Feet.

Soundings made by Superintendent Kelly, of the Port of Portland Commission, in the Willamette and Columbia Rivers as far as the lower end of Walkers' Island, a distance of 53 miles from Portland, show the channels to be in good condition. Except, in a few isolated cases, the depth does not fall below 22 feet at dead low water, and comparatively little work by the dredge would make the depth all that is required for navigation. Below the mouth of the Willamette the channels apparently are shifting to the middle of the river, a condition that is acceptable to the shipping interests. The Port of Portland Commission will soon put the dredge in commission at the places where it is most needed, and when the new dredge is in operation next year it will not be difficult to maintain a navigable depth that will approach 25 feet at all stages of the river.

Superintendent Kelly has reported the result of the recent soundings as follows to the port of Portland Commission:

"The sounding indicate that the channel of the river is in very good condition, there being only a few spots having less than 22 feet at low water. As the bar at Reeder's and Knapp's has been constantly changing the past month, more soundings will have to be taken in order to determine what work must be done at these places The harbor appears to require dredging more than any of the bars, and I recommend that the first work of the dredge be between the steel bridge and the Portland Flouring mill. After the work in the harbor is finished the chanel at St. Johns should receive attention.

"Should the channels at the mouth of the Willamette and the bars in the Columbia remain in good condition, the channel at Postoffice should be widened the entire length on the outside of the channel and the excavated material deposited near the dike. The channel has held its location and depth so well that I believe the work recommended will be justified.

"Most of the channels over bars below the mouth of the Willamette, so far as sounded, show a tendency to move towards the middle of the river, which is an ideal condition for navigation.

"Soundings in the harbor indicate slight shoals opposite the coal bunkers, and above the Portland Flouring mill. Between the two dolphins the depth varied from 22 to 24 feet at low water.

"The shoal around Swan island showed very good water, there being only a few places having 23 to 24 feet at low water.

"The shoal opposite St. Johns has a depth of 21 to 24 feet at low water, there being several places of 21, 22 and 23 feet at low water. The channel at Postoffice bar is narrow, but has good water, for its entire length, the depths varying from 24 to 26 feet.

"At the mouth of the Willamette the channel is about 300 feet wide with a depth of 27 feet at low water. A shoal is forming on the upper side of the channel as the Columbia River falls. Soundings taken at Reeder's bar show that the channel has materially changed from last year, it having moved more towards the center of the river and down stream. The lowest depth on this bar is about 22 feet at low water, with depths of 24 and 26 feet at frequent intervals. From soundings taken near the middle of the river, it would appear that better water can be obtained there than on the line run. As this has been changing since the Columbia River began to fall it will be necessary to take more soundings definitely to locate the channel of this bar, and the amount of work required to be done on it.

"Soundings were taken at Knapp's three times in June and July. On June 28 a survey of the bar showed that the channel dredged in May had filled in considerably, the center of the channel having moved toward the Oregon side about 250 feet from the center of the channel as excavated. The least depth of the center line of this channel on June 28 was 26 feet at low water for the greater length, with from 30 to 40 feet at low water at the lower end of Knapp's light. The channel at both the upper and lower ends has widened somewhat since the channel was made. The depth of the center line of the channel cut was from 30 to 32 feet at low water. On July 16 soundings showed practically the same depth of water over the bar with the exception of one or two casts of the lead about the middle of the bar where the depth was only 23 feet at low water. On July 24 soundings over the same bar showed nearly the same depths of water at the lower end of the bar, but the channel had filled in to nearly a uniform depth of 23 feet at low water from the shoal found on July 16, to the upper end of the bar. To what extent this shoal has made since the above date should be determined at an early date so as to determine whether more dredging will be required at this point this year.

"The location of the upper channel at Martin's Island has shifted somewhat to the Washington shore. It shows a depth of 23 to 25 feet at low water with a few ridges or lumps of 20 feet. The location of the lower channel is practically unchanged. It has a depth of 23 to 25 feet at low water. The channel at Hunter's has changed somewhat down stream, but nearly in the same direction as the old one. The soundings showed a shoal of 22 feet at low water and from 23 to 24 feet at low water over the greater length of the bar.

"The channel at Doublebower's is about the same as last year. Outside of three narrow shoals the channel has a depth of 23½ to 25 feet at low water. At the mouth of the Cowlitz the channel in location and depth is practically the same as last year. At Slaughter's the channel is unchanged from last year. The depth of the upper half is 24 and 25 feet at low water. The lower half has shoaled to 22 feet. At Ladu's the channel is the same as last year. It has a depth of 22 feet at low water. Several snags were struck in the sounding. No change was noted in the channel at Walker's Island. The depth is from 24 to 25 feet at low water."

MODOC WAR ECHOES.

Recalled by Name of a Principal in Carr Fence Fight.

Mrs. Boddy, who has been fighting for her rights in the great Jesse Carr fence war in the Modoc country, has had bitter experiences down there. She was one of the early pioneers who went into that wild country to build up a home.

On November 30, 1872, Major James Jackson, with his little troop of the First Cavalry, called on Captain Jack's Modoc Indians, who were encamped on Lost River, and invited them to start for the Klamath reservation, where by treaty they belonged. One of the Indians discharged his gun, but without hitting any one. Major Jackson quietly ordered the Modocs to lay down their arms, and Captain Jack obeyed, and told his men to do the same. All of them did so except Scar-Faced Charley, who, during the next half hour's parley, swore and made threats. Lieutenant (now General) Boutelle, at present residing at Vancouver, started to disarm Charley, who fired at him point-blank, Boutelle shooting at him simultaneously, but both missed.

These were the opening guns of the Modoc war, in which many lives were sacrificed. Soon the battle became general and 14 troopers were killed and five wounded, he firing lasted three hours, and then the soldiers withdrew. A Modoc named "One-Eyed Riley" was killed.

The Indians retired to the rough lava beds, but next day six of them started on a murderous mission among the ranchers. They killed, one after another, 13 men and a boy. Among the victims were Boddy, his son-in-law, Schiere, Miller and Brotherton. These men were murdered while at their work improving their ranches.

The Indians went to Boddy's house after killing him, and with the fresh blood bespattered on their shirts, taunted the women folks and said: "This is Boddy's blood; but we are Modocs; we do not kill women and children. You will find Boddy in the woods. We will not hurt you."

A Modoc squaw and her infant had been killed in the fight with the volunteers on the east side of Lost River, where four whites were killed.

Mrs. Boddy and her neighbors searched out the corpses of their husbands and then made their way through the night to the nearest settlement at Linkville.

After the awful war was over, General Jeff C. Davis asked the settlers to come to his camp and identify the Lost River murderers. Among those who came were Mrs. Boddy and her daughter, Mrs. Schiere. General Davis seated them in a tent and brought in Hooker Jim and Steamboat Frank, whom the women identified at once.

Mrs. Boddy drew a knife and dashed at Hooker Jim, and her daughter, Mrs. Schiere, attempted to shoot Steamboat Frank. General Davis disarmed both women, receiving a cut in the hand from Mrs. Boddy's knife.

HAWAIIAN ISLAND AFFAIRS

Under Annexation, Labor Must Be Better Paid Than Formerly.

C. V. Sturtevant, a prominent business man of Honolulu, is registered at the Imperial, in company with his wife, who has been visiting her sister on the East Side for the past few weeks. Mr. Sturtevant reached the city yesterday via Victoria, and finds Portland weather much cooler than that of the Hawaiian Islands, though not at all unpleasant. He has had his headquarters in Honolulu for seven years, while his wife has lived in that city for nearly 20, so both are fully acclimated to the islands, and both are well satisfied to return after they have had their visit in Oregon.

Mr. Sturtevant says times have improved very much in Honolulu and vicinity since annexation, as capitalists now have confidence that their investments will have the protection of a stable government. Sugar lands have gone up in value and big interest is being earned on their purchase price. Hawaiian products have a great advantage over those of Cuba or the Philippines in being admitted to the United States free of duty, and this point alone has stimulated sugar raising immensely. The labor question, however, has entered the arena, and planters have been obliged to pay their help higher wages since Uncle Sam put a stop to the importation of Chinese and Japs, under contract. The owners of sugar stock who used to figure on 75 per cent dividend per year will now have to reduce the figures somewhat, as help will have to be obtained in the United States.

"The Hawaiian lands, however, are capable of producing three times the amount of sugar per acre that the lands of Louisiana turn out, and yet the Southern planters make money, hiring American help," Mr. Steurtevant said, "so there is no need for the island planter to worry about dividends, even should he be compelled to hire laborers in the States.

"The people of Hawaii, with the exception of the aborigines, are pretty well satisfied with the American Government, and it is only natural that the Hawaiian race should bear resentment, as long as this generation exists. They feel as though their autonomy had been sacrificed, their monarchy deposed and their lands taken by the despoilers, who belong to a different race and a strong nation. The young people will be very likely to become more reconciled.

"Honolulu is a lovely place to live, except for the mosquitos, which annoy people all the year around. We never have any frost to kill them off, and so there is no portion of the year unfavorable to them. We are getting mosquito-proof houses now, though, and the insects will not be such a nuisance as formerly. They can be kept out by wire netting on the doors and windows, which permits the passage of the balmy sea breeze, but stops the mosquito on the outside."

The couple will remain in Portland visiting friends for two weeks before returning to their romantic home in the tropics.

AMERICAN BANK NEEDED.

Would Greatly Increase Our Trade With Brazil.

NEW YORK, Aug. 9.—J. S. Mello, of San Pulo, Brazil, a relative of President Manoel Ferraz de Campos Salles of Brazil, has just sailed for Rio de Janeiro on the steamer Hevlius. Mr. Mello is a representative of the Agricultural Association of Brazil, in the interest of which he made an extensive tour of this country. His purpose principally was to purchase agricultural machinery for use on the coffee plantations. The planters, he said, are greatly in need of improved implements, particularly for the cleaning and weeding of coffee. Modern sugar machinery is also needed.

"I have purchased many thousand dollars worth of American machinery," said Mr. Mello. "Some of these implements have never been seen in Brazil. The planters, who already do a large business with the United States, desire to increase their trade with this country. They have, however, a serious drawback to this. It is the absence of an American bank in Brazil. The establishment of an American bank in Brazil would increase trade with the United States three-fold."

South American Rubber Harvest.

NEW YORK, Aug. 9.—The Journal of Commerce says:

Reports from Brazil indicate that the outlook for rubber is a strong one. The actual harvest now ending amounts to 27,650 tons, which, compared with 1899-1900—26,660 tons—shows an increase of 3.75 per cent, chiefly composed of Peruvian. An analysis of the production by places or the reductions shows that the lower Amazon is in decrease, the upper Amazon was normal, and Peru increased the production on a large scale, as compared with previous years. The consumption of the world is at present about 4500 tons monthly.

The world's production is 54,600 tons, as follows: Brazil, Peru, Bolivia, 27,600 tons; Brazil, other states, including Matto Grosso, Mollendo, etc., 3500 tons; Central America and Mexico, 2500 tons; Criton, Java, Borneo, Eastern Archipelago, 2500 tons; West Africa, 10,500 tons; Congo (to Antwerp), 6500 tons; Madagascar, Mozambique and sundries, 1500 tons.

Mistaken for an Anarchist.

NEW YORK, Aug. 9.—Word has been received at Plainfield, N. J., regarding a public experience that Councilman Von Horwerden, of that city, had in Holland, where he is on a visit. It was while attempting to see Queen Wilhelmina that he got into trouble. He was accosted by some of the guards of the court, who, it is said, regarded Mr. Von Horwerden with suspicion and took him for an anarchist. He tried to explain, but to no purpose. The guards placed him under arrest and he was taken before a magistrate. As soon as the prisoner got an opportunity he explained his actions satisfactorily and was released.

Increased Its Capital Stock.

COLUMBUS, Aug. 9.—The Cincinnati Commercial-Tribune Company today increased its capital stock from $210,000 to $400,000.

LEGALLY AN INCUMBRANCE

COURT PASSES ON FOREST GROVE LIQUOR SELLING.

Clause in Original Deeds, Holds Judge McBride, Precludes Full Warranty Deeds Being Given.

A recent decision rendered by Judge Thomas A. McBride holds that the clause in the deeds made by the original owners of the townsite of Forest Grove, absolutely forbidding the sale of ardent spirits thereon, renders it impossible for the present owners thereof to give a full warranty deed for any of the property in that town, and that the clause constitutes an incumbrance on the property.

The point was raised in the case of Amos B. Thomas against Lois O. MacMahon and M. J. MacMahon. The defendants in that case had made a contract to sell certain property in Forest Grove to the plaintiff, and $200 of the purchase price had been paid. They were unable to give immediate possession, and Thomas sued the. In the suit he also demanded $400 damages, basing his claim on the fact that the defendants under the contract agreed to give him a full warranty deed, whereas they could not do so, by reason of the liquor-selling provision. The suit for possession had nothing to do with the liquor-selling question.

In ruling on the case Judge McBride held that the liquor-selling clause constituted an incumbrance, and the defendants, having made a contract which in the very nature of things they could not keep, were liable for damages to the plaintiff. The court assessed the damages at the nominal sum of $20, and intimated, it is said, that the damages in all such cases could not be more than nominal.

It will be observed that the legality of the liquor-selling clause, insofar as it relates to the right of subsequent purchasers to sell liquor on the premises, despite the clause or reservation in the original deeds, was not raised, and therefore was not passed upon by the court. It is rumored, however, that Portland brewers will shortly cause a suit to be instituted wherein the right to sell liquor at Forest Grove will be tested. In fact, it is said, they desired Mr. MacMahon to defend that right in the suit which Thomas brought against him, but he refused.

SANTOS-DUMONT'S BALLOON.

It Will Have the Same Volume as the One Destroyed.

PARIS, Aug. 9.—Dumont, finding that the envelope of his balloon has sustained such damage that it is inadvisable to sew it together, has ordered a new one, work on which has already begun. It will have about the same volume as the one which was destroyed.

Brazilian Lionized by Parisians.

NEW YORK, Aug. 9.—A dispatch to the Journal and Advertiser from Paris gives the following additional details concerning M. Santos-Dumont, and the recent trial of his airship.

All Paris is excited as only Paris can be over M. Santos-Dumont. The dirigible balloon has become the personal pride and joy of Parisians. They knew the whole world was watching every flight of this balloon. So their disappointment was acute, their chagrin intense, their excitement overwhelming when they heard the balloon was wrecked, first reports making it appear that the young Brazilian aeronaut had been killed. From all over the city people hurried telling each other the news. The accident was bad enough, but not nearly so bad as first flying rumors had it. Santos-Dumont was not hurt, but only his astonishing coolness saved him from death. In fact, Dumont was infinitely cooler than the thousands that quickly surrounded him. As soon as he found himself safe he asked for a cigarette, which he lighted.

Prince Bonaparte, Lieutenant Noix and other skillful aeronauts have not lost faith in the balloon's ultimate success, because they perfectly understand the cause of the accident to it—the failure of the motor to pump air to fill the inner balloon so as to compensate for the gas which had escaped, and so keep the great balloon taut and inflated. When the stern fell in a flabby way, the screw began to cut the suspensory wires, and the only chance left to M. Dumont was to stop the machine and drift with the wind.

M. Deutsch was much gloomier that his 100,000 francs had not been won than was Dumont over the accident.

"I have feared an accident to some one striving to gain my prize," said M. Deutsch. "I have wished to retire, but the committee said I could not honorably do so. So I remain. But certainly the course should be changed so as to escape the danger of falling into Paris."

It is expected that repairs to the balloon will cost 50,000 francs. M. Santos-Dumont says it will be ready by September 1, and that he will make another trial before September 15, when the competition closes for 1901.

Want Free Mail Delivery.

Residents of Richmond, Waverly and Kentilworth are anxious for free mail delivery. Steps have been taken toward circulating a petition to the department. They think that if Sellwood and Gresham are provided with free delivery they should enjoy the same privilege, inasmuch as they are not so far out.

BUSINESS ITEMS.

If Baby Is Cutting Teeth,

Be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic and diarrhoea.

No More Dread of the Dental Chair

TEETH EXTRACTED AND FILLED ABSOLUTELY WITHOUT PAIN by our late scientific method applied to the gums. No sleep-producing agents or cocaine.

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