PORTLAND IS PREFERRED

BIG FLOUR SHIP TYR, FROM VLADIVOSTOCK, ON THIRD TRIP.

Has Loaded Twice at San Francisco and Once at Tacoma—Trans-Pacific Steamers Next Month.

Henry Mett, resident agent of the big importing firm of Kunz & Albers, of Vladivostock, yesterday received a cable stating that the steamship Tyr had sailed from the Siberian port for Portland yesterday morning. This will be the third trip of the Tyr between Portland and Vladivostock, and Agent Mett is now getting a cargo ready for her. On the last trip from Portland she was unable to take all the flour that was ready for her and on her present trip she will take nearly a full cargo of flour and salt. The vessel is expected to come direct to Portland and should reach here early in September.

Kunz & Albers, who are the largest importers in Vladivostock, have loaded the Tyr at San Francisco twice and Tacoma once, and the fact that she is returning to Portland again would indicate that this port has some advantages over southern and northern competitors. The return of the Tyr will assure Portland four trans-Pacific steamers next month. The first of these due is the mammoth Oceano, which sailed from Mororan for Portland about a week ago, under charter to load for the Pacific Export Lumber Company. The Portland & Asiatic liner Knight Companion is due about the middle of the month, and the steamship Palatinia, under charter to the Government, will load here for Manila.

There is a strong probability that this quartet of big steamers will be supplemented by one or more wheat steamers which are under charter for Portland loading, with the option of San Francisco. Had it not been for the strike in San Francisco, these steamers would undoubtedly have loaded in the Bay City, but if the strike continues some of them will come north to load.

WRECK OF THE MANCHESTER.

Found on an Uninhabited South Sea Island.

SAN FRANCISCO, Aug. 15.—The missing ship Manchester, which sailed from New York August 23, with a cargo of kerosene for Yokohama, has been found beyond a reasonable doubt. She lies a total wreck on the deserted island of Pikar, in the Marshall group. How many persons survived the loss of the vessel is not known, but it is certain that a woman and her children landed on the island. Their footprints remain on the sands of the beach.

The Manchester was a four-masted steel ship of 2856 tons register, commanded by Captain F. Clemens. She was posted missing in Lloyds May 15 of this year, after 90 per cent reinsurance had been paid on her. A private letter received on the Australian steamer Sonoma relates the finding of the wreck. The writer says:

"A mysterious shipwreck was reported from Sydney, N. S. W., July 18, by Captain Henry, of the island Trading steamer Archer, which recently touched at Jaluit, one of the Marshall group. Here it was learned that the island trading cutter belonging to a German firm at Jaluit had found parts of the hull of a large ship and over 400 cases of kerosene strewn along the shores of Pikar Island. The island is uninhabited, but in walking along the beach the crew of the cutter came across footprints and traces which showed that some one had been there. Among the footprints were those of a woman and several children. The conclusion arrived at was that a portion of the shipwrecked crew had landed on the island, the survivors including the captain's wife and family. Marks on the beach also disclosed the fact that two boats were hauled up on the beach and were subsequently launched.

"Continuing along the beach, the cutter's crew found the body of a man, badly decomposed, and a certificate—that of a chief officer—was found in one of the pockets and turned over to the German Governor of the islands."

In shipping circles it is said that the wreck is undoubtedly that of the Manchester.

BOAT LAUNCHING SATURDAY.

New River Towing Steamer C. R. Spencer From Paquet's Yard.

The new towboat which Captain E. W. Spencer has had building at Paquet's yard above the Madison-street bridge, 20 odd men being employed since June 1, will probably be launched tomorrow morning. The C. R. Spencer, named after the captain's youngest son, is a stanch and handsome craft, 151 feet 6 inches in length, of 31 feet width, 6 feet depth and drawing about 48 inches. She will be able to tow most any sort of a log raft, or anything else, or to carry some 200 tons of freight.

The boiler is the one bought to refit the unfortunate Fred K. Billings, which was completely wrecked near Grant on her trial trip after the repairing. The engines, from the same unlucky sternwheeler boat, have a 20-inch cylinder and an eight-foot stroke. This machinery is large for the size of the boat, especially the boiler, which would be adequate for a 25-inch cylinder. About 1200 horse-power will be developed and this strength, together with the graceful modeling of the hull, is expected to give an occasional speed of from 16 to 18 knots, the fastest towboat on the river—and power enough to haul Ross Island down stream.

The hull is built with the heavy stanchions needed by log-towing craft, and is further strengthened by eight big hog poles, 10 inches square, and a huge kingpin in the center, 20 by 20 inches, and 40 feet long, a mighty stick and a record-breaker in its class.

The launching will also be a speedy affair, as the new sternwheeler was built way up on the bank to avoid prospective high water. The slide will be the longest ever negotiated by a river steamer in these parts. There is 180 feet of dry ground, sloping one inch to the foot, between the boat and her native element, and she will have to go further than that before well afloat. The C. R. Spencer should make good time and cut a deal of molten ice on this, her maiden voyage.

ANOTHER SHIP LINE.

Voyage Between England and America in Four and One-Half Days.

NEW YORK, Aug. 15.—The statement made by Lord James, of Hereford, in the House of Lords, foreshadowing a new fast line of steamers, between Berehaven, County Cork, and America, has already given rise to much discussion and speculation as to the precise nature of the project, says the Tribune's London correspondent. Lord James said the steamers will be built in this country, and the omission of the words "and owned" after "built" lends color to the idea that the new line will be run by an American company. As the steamers are to accomplish the voyage in four and one-half days, it is believed that they will be worked on the turbine principle. Further details are eagerly awaited by shipowners in Liverpool interested in the Atlantic trade.

MUST NOT BULK FREIGHT.

Small Shippers Cannot Combine for Lower Rates.

NEW YORK, Aug. 15.—Says the Journal of Commerce: It has been learned from official sources that railroads in the Southwestern Freight Association and their connecting steamer lines between Northern and Southern ports are endeavoring to prevent the consolidating of small shipments to Texas points—less than carload into carload lots—for the purpose of obtaining the lower freight rate given on carload consignments. The point was made that the practice has assumed extensive proportions and has caused a loss in revenue to the carriers concerned. Some doubt, however, is entertained among merchants here as to the outcome, in point of increased revenue, of efforts to stop the practice.

The Mallory line has already given notice to shippers to the effect that small consignments from different shippers cannot be bulked together on the dock in order to get the lower carload rating. The Morgan line, it is understood, has issued or is about to issue a similar notice. The Mallory line states in substance that in order to get the carload rating shipments must be made by one shipper from one point of origin and to one consignee; that carload rates will not be given on small consignments of goods from different quarters and shippers and consolidated on the dock.

ARCH ROCK BLOWN UP.

Menace to San Francisco Navigation Has Been Removed.

SAN FRANCISCO, Aug. 15.—Shortly after noon today, Arch Rock, one of the greatest obstructions to navigation in San Francisco Bay, was destroyed, over 20 tons of nitroglycerine being employed to remove the rock, which lay about midway between Alcatraz Island and Rock Point. The rock was several acres in extent, and all but its summit was under water. The explosion was set off by electricity, and so great was the concussion that rock and debris were scattered over a great area, and a column of water and stone 1000 feet in height rose from the bay, presenting a wonderful sight. The force of the explosion was terrific, and could be felt in many sections of the city. Large quantities of fish were destroyed.

Strenuous Navigation.

The up-river men report a dry and gravelly time of it on the run to Salem. There is only 21 inches of water on the bar at Lambert's Landing and Fire Island, and the Pomona and Altona are about the only boats that can get much farther than Mission Landing. These craft limit their loads to 15 tons each and warp themselves over by vigorous use of lines and capstans.

There is plenty of water on these places, but it is spread out over a quarter mile or so and the result is the lowest bar within the memory of many old timers. A brace or two of permanent and not over-costly wing dams would keep these obstructions scoured out and obviate much labor and profanity.

Returned From England.

NEW YORK, Aug. 15.—William Ziegler, who is the financial backer of Explorer Baldwin, now on his way to seek the pole, has returned from England.

"I had to bid Mr. Baldwin farewell in London," said he, "because of the illness of my little son. It had been my intention to follow Mr. Baldwin to Tromsoe, in Norway, and say good-bye to him there. I do not expect to hear from him again before next July. Then I may journey to the east coast of Greenland to meet him on his return."

Soundings of Pilots.

ASTORIA, Aug. 15.—The Government tug Mendell has been utilized for the past few days by the river pilots, and accurate soundings of the river channel have been made between Portland and Astoria.

Domestic and Foreign Ports.

ASTORIA, Aug. 15.—Condition of the bar at 5 P. M., obscured; wind, northwest; weather, foggy.

Seattle, Aug. 15.—Arrived—German steamer Neko, from Nanaimo. Arrived Aug. 14.—Steamer Dolphin, from Skagway; steamer Al-Ki, from Skagway. Sailed Aug. 14—Steamer Humboldt, for Skagway.

Port Townsend—Passed in Aug. 14—Steamer Al-Ki, from Skagway. Arrived—Schooner Robert R. Hind, from St. Michael.

Iquique—Sailed June 28—Chilean bark Othello, for Port Blakeley, from Freemantle. Arrived Aug. 15—Ship James Drummond, from Chemainus.

Yokohama—Sailed Aug. 11—British steamer Glenogle, for Tacoma.

Port Gamble, Aug. 15.—Sailed—Schooner Spokane, for Honolulu.

Vancouver—Sailed Aug. 13—Steamer Conemaugh, for St. Michael.

San Francisco, Aug. 15.—Arrived—Bark Gatherer, from Tacoma. Sailed—Schooner Monterey, for Coos Bay.

PERSONAL MENTION.

E. J. Godfrey, of Portland, one of the owners of the Red Boy Mine, left yesterday on a business trip to Baker County.

Z. W. Carter, circulation manager of the Indianapolis News, has been visiting Portland. He leaves for the East this morning.

D. E. Budd returned yesterday from Eastern Oregon, where he found harvest in full blast and a tremendous crop to be taken care of.

George Suttle, chief clerk to General Passenger Agent A. L. Craig, of the O. R. & N., has gone to the mountains for a few days' vacation.

President Mohler, of the O. R. & N. Co., returned to Portland yesterday, after having accompanied President Burt, of the Union Pacific, to Huntington.

Mayor Rowe will leave for Tacoma this morning as the guest of Portland Lodge, No. 142, B. P. O. E. He has not visited Tacoma for a dozen years or more.

Mrs. E. H. Haslam left this morning on the Elks' excursion for Tacoma, and will visit the carnival, also Seattle, Victoria and Vancouver, B. C., before returning.

William C. Meagher, for a year past bookkeeper of Wells, Fargo & Co.'s bank, has resigned. He left last night for San Francisco, where he will reenter the employ of the Western Meat Company. Mr. Meagher is interested in one of the richest mines in the Bohemia district. He will return to Oregon one of these days and help make the mine a producer.

Dr. H. Watkins, a prominent physician of New Orleans, and a recognized authority on questions of sanitation, was in Portland yesterday. He left for San Francisco last evening. He called on City Treasurer Werlein to renew an acquaintance of 20 years ago, when he was the physician of the Werlein family in New Orleans. He expressed himself as quite astonished to find such a fine city here, this being his first visit to Oregon.

GOLD HILL, Or., Aug. 15.—There arrived here yesterday a party composed of Rev. Alexander Blackburn, D. D., pastor of the First Baptist Church of Portland; Rev. George R. Varney, general missionary for Oregon; Rev. C. A. Wooddy, D. D., superintendent of home mission work for the Pacific Coast, and Rev. George W. Black, of Burns, who left this place after an hour's stop, en route to Crater Lake and the country east, where they will rusticate in the mountains for the ensuing two or three weeks.

NEW YORK, Aug. 15.—Spokane people registered at New York hotels today as follows: H. M. Hoyt, at the Everett; G. S. Wilson, at the Hoffman; H. J. Davis, at the Murray Hotel.

WHAT SHALL WE HAVE FOR DESSERT?

This question arises in the family every day. Let us answer it today. Try Jell-O, a delicious and healthful dessert. Prepared in two minutes. No boiling! no baking! simply add boiling water and set to cool. Flavors: Lemon, Orange, Raspberry and Strawberry. Get a package at your grocer's today. 10c.

You have tried and were pleased with them. They stimulate the liver, regulate the bowels, improve the complexion. Carter's Little Liver Pills.

Dyspepsia causes its victims to live in misery. Hood's Sarsaparilla cures dyspepsia.

FOR A BIG SEWER SYSTEM

PLANS BEING PREPARED FOR THE SOUTHEASTERN DISTRICT.

Area to Be Served Contains Three or Four Square Miles—It Is Growing Rapidly.

City Engineer Chase is preparing plans for an extensive sewer system for the southeastern part of the East Side. This work is being done in advance of a demand that is sure to come from that portion of the city very soon. Since the completion of the Sunnyside system the matter of sewerage for the southeastern district has been more or less discussed. The Sunnyside sewer cost $118,000, but the one for the territory south will cost much more in the aggregate, but no more proportionately to the property owners. The Sunnyside sewer serves a portion of Stephens' addition. It touches the Ladd tract on Hawthorne avenue, between East Fourteenth and East Twelfth streets.

Mr. Chase is yet undecided how much territory the plans he is preparing will serve, but it will be three or four square miles. This is more than double the territory of the Sunnyside sewer. The time is coming when Mount Tabor sewerage as far east as West avenue will be turned into the Sunnyside conduit, although that was not considered when the sewer was built. The Sunnyside sewer at the foot of East Alder street is 82 inches wide and at East Thirty-fourth street it is 34 inches. There has been an extension of two blocks at the east end.

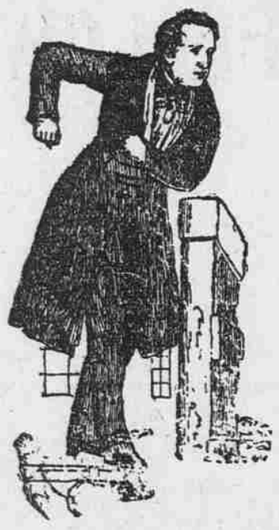
The big conduit for the southeastern district will begin near the mouth of Stephens' slough and follow the slough to near Powell street. Here it will branch in three directions. One will go towards the Southern Pacific carshops, one east and the other towards East Portland Heights and Richmond. Dwellings have been put up south of the Section Line road beyond the city limits, all of which will require sewerage. Waverly, Brush addition and Kenilworth will want sewerage, and will be included in the territory.

Owing to the growth in the district in the past few years the need of this sewerage system is admitted to be imperative. The Brooklyn and Clinton Kelly school houses, which are in the district, are crowded with pupils. Many houses have been built. The cost per lot can be fairly well estimated by taking the cost of construction of other sewers on the East Side. An estimate was made of the cost of the Beach-street sewer system by taking the cost of other sewers. Thus a very close estimate of the cost to the lot owner was made. The proposed system will take the storm water and the sewerage the same as the Sunnyside system does.

THE HOBHOUSE PAPERS.

Lord Byron's Friend, Lord Broughton de Gyfford.

The papers of John Cam Hobhouse, Lord Byron's friend, who is not well known by his title Lord Broughton de Gyfford, assumed rather late in life, which were left to the British Museum, with directions not to be opened until 1901, are at last being looked over, and some of them have been published. There is an autobiography containing a full account of Hobhouse's life, which gives many hints at political secrets of the day and throws some new light on the character of Hobhouse's contemporaries. Possibly the chief interest in these papers, although Hobhouse was a shrewd politician, an office-holder and a Cabinet member of no little influence at times, and lived for many years in the closest intimacy with the highest officials of England, holding most confidential relations to the crown, is the fact that they were supposed to contain the full story of Lord Byron's separation from his wife. Hobhouse was Byron's lifelong friend. They met at college, and, although their natures were entirely different and their paths in life almost exactly divergent, Hobhouse may be said to have been Byron's longest and best friend. His friendship was different from that of Moore, who was closely and truly one of Byron's intimates for almost as long a period as Hobhouse, and who for some reason was perhaps more congenial to Byron. Hobhouse, however, was not only Byron's friend, but he was his adviser and counselor on all serious occasions. He traveled with Byron in the famous tour of the East—the Pilgrimage of Childe Harold, in 1809, but after a year's voyaging together Byron made no secret of the fact that he was tired of Hobhouse as a traveling companion, and bade that gentleman good-bye with apparent pleasure, but with no less respect for him. Some years later Byron and Hobhouse traveled in Switzerland together,



John Cam Hobhouse, who was created Lord Brougham in 1852.

The plate is by Madise, and it was printed in Fraser's Magazine long after Hobhouse, who is depicted as a Radical addressing his early constitutents, had become Conservative in his politics and was a Cabinet officer.

and when Byron was exiled voluntarily in Italy, Hobhouse, in making a trip to that country, in 1822, visited his friend, and Brown enjoyed the visit immensely. When the time came for Hobhouse to leave, Byron put his arm around him and said: "Hobhouse, you should never come, or you should never go."

The two men, it would seem, were not capable of the closest intimacy, but their friendship for each other never ceased, and Hobhouse was always doing for Byron some important service. He was his best man at his marriage, and long before he had published some of Byron's early poems in a book in which Hobhouse himself made a little attempt in the field of poetry, but which is now entirely forgotten and is wanted solely by Byron collectors for a few poems signed "L. B." in the volume. In the first edition of "English Bards and Scotch Reviewers," the few lines on William L. Bowles, the sonneteer, the editor of Pope's works, the originator of the famous Bowles-Campbell-Byron controversy on the general subject of poetry, which ran into numberless pamphlets and involved a great many well-known writers and numberless scribblers, were written by Hobhouse. The first edition of "English Bards" was anonymous, and when Byron came to print the second edition with his name on the title page in full acknowledgment of the authorship of the work, he made a note in the preface to the effect that Mr. Hobhouse's lines had been expunged, as Byron was not willing to allow the work of another man to appear in a poem which had his name on the title page. Hobhouse's lines were quite as good as those substituted by Byron. Hobhouse's literary connection with Byron ended with his very learned "Notes and Historical Illustrations of Canto IV of Childe Harold" (published in 1818). This important work, which has yet some circulation and always accompanies "Childe Harold" on the student's book shelf, was prepared by Hobhouse during his visit to Italy when he traveled with Lord Byron, and appeared in the same year as the "Fourth Canto of Childe Harold," which was dedicated to Hobhouse. This practically ended Hobhouse's literary connection with Lord Byron, but Hobhouse was Byron's good friend and adviser in the troublous times with his wife and all England, in 1816, and was his counselor on all matters relating to his property, and finally became his executor and looked closely after Byron's estate, and especially his copyrights, after Byron's death. He proved Byron's will, enjoined Robert C. Dallas from publishing some letters of Lord Byron to his mother, and compelled Dallas, after he had printed in quarto 164 pages of his work in England, to go to Paris and finish the publication there. Hobhouse is supposed to have advised the destruction of Byron's "Memoirs," and took a leading part in the movement to have Byron's remains buried in Westminster Abbey, but, failing in that, received the body of his lordship in England and followed it to the little Nottinghamshire village of Huchnall Torkard, where Byron's bones still lie in the country church with the inscription which was written and directed to be placed over him by his sister, the Honorable Augusta Leigh. Hobhouse, in a series of letters addressed to the King, scored the authorities roundly for refusing Byron a place in the Abbey, and that subject has been revived at various times in England from that day to this, but even Byron's name has never been inscribed in the Poets' Corner.

As to the papers in reference to Byron's separation which were left by Hobhouse, there has as yet been no publication, and it is said that the British Museum authorities, who have general charge of the papers, have no discretion in the matter. Lady Dorchester, Mr. Hobhouse's descendant, has now full control of the packet containing reference to the separation, which is supposed by the outside public to contain a copy of the famous memoirs and a full statement of Lord Byron's case from a friendly standpoint. What Lady Dorchester will do with reference to these documents has not yet been disclosed. Among the papers which will be made public and are being made public are letters from Hobhouse, some documents from the Countess Guiccioli and a correspondence between Tom Moore and the Hon. Douglass Kinnaird and other documents of a similar kind.

Five massive volumes of Hobhouse's papers were privately printed many years ago, and though they were never published, a writer in the Edinburgh Review was allowed to see them and make an elaborate notice of them for that periodical. Hobhouse had a most active and striking political career, which included several contests for the House of Commons, in which he was defeated, two months in Newgate Prison for a breach of privilege of the House of Commons, but he finally became a powerful man in several Cabinets, and succeeded to the peerage in 1852. He lived until 1869, the last years of his life having been spent in the enjoyment of his library and the society of his friends. He was the author of a number of works, "A Journey Through Albania in 1809 and 1810," which was Hobhouse's version of the pilgrimage which Byron made famous in poetry, "Letters Written by an Englishman in Paris During the Last Reign of the Emperor Napoleon," and a large number of pamphlets and other works.

TESTING KOCH'S THEORY.

Volunteers at Chicago Submit to Inoculation.

CHICAGO, Aug. 15.—Dr. Koch's theory that bovine tuberculosis cannot be communicated to human beings is now being tested under the direction of the Chicago Health Department. Several men are now undergoing the experiment of innoculation under the direction of Dr. Reilly, acting Commissioner of Health. The experiment is made with skin tuberculosis—lupus—a form of the disease which is curable and controllable. Just as satisfactory a test, it is asserted by Dr. Reilly, can be secured by inoculation of the human being with the bacillus from the animal as could be obtained from experiments with pulmonary tuberculosis. The one is feasible, because it does not endanger life. Because the other does, it is regarded as impracticable.

The volunteers have been inoculated with the germs obtained from infected cows. Their condition a few weeks hence it is thought will definitely show if Dr. Koch's theory is correct. Dr. Reilly in speaking of this experiment said several offers have been obtained from persons willing to subject themselves to inoculation with the more serious species of bovine tuberculosis, but that, fortunately, these offers will not need to be accepted. One volunteer, who hails from Michigan, offered himself as a subject without requiring an annuity for his family. The proposal was referred to the corporation counsel's office and precipitated a discussion of the liability of the city for damages in case of a fatal termination to the test. Corporation Counsel Walker finally advised the health officials not to accept the Michigan man's offer. The city would be held responsible, Mr. Walker said, for the death of the subject.

The decision put an end to any plans the city might have undertaken for a test of the theory in pulmonary tuberculosis.

Hop Picking.

PORTLAND, Or., Aug. 15.—(To the Editor.)—Please tell me through your valuable paper how far it is to the nearest hop fields, and if the street car runs from Portland to the fields. How much do they pay the pickers? Do the hop-growers board the pickers?

A SUBSCRIBER.

There is one considerable hop yard at Risley's, on the Oregon City trolley line—probably none is nearer to Portland than that. The price for picking has not been established for this year. In former seasons it ranged from 30 to 40 cents per nine bushel box. Pickers usually take their own camp equipment and board themselves, but frequently the hop owners provide fuel, vegetables, milk, straw for beds and sheds for camps, or one or more of those articles or conveniences.

Ordered His Money to Be Burned.

CHICAGO, Aug. 15.—Twenty-five thousand dollars in bills will be publicly burned by order of the Probate Court unless a clause in the will of Paul Scott, which was filed with Judge Hutter, is knocked out by the courts, says the Fairbault, Minn., correspondent of the Record-Herald. Scott, who was 82 years old, left an estate of $50,000, half of which is in bank notes and United States currency. The object of the will is supposed to be to deprive his legal heirs—three in number—of any share in this money. The heirs have protested on the ground that the administrator has no more right to destroy money by fire than he would have to destroy buildings. They will make a bitter fight in the courts against the carrying out of the terms of the will.

Fire at Albany.

ALBANY, Or., Aug. 16.—The carpenter shop, with large stock of fruit trees, engine, etc., and the large residence of L. W. Moench, were entirely consumed by fire this morning. The loss is $5000, with no insurance.

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.

OREGON APPLES PRAISED

ORCHARDISTS ADVISED TO PLANT YELLOW NEWTOWN VARIETY.

London Dealer Says the Fruit Has Become a Great Favorite With English Consumers.

W. N. White, a London fruitdealer, who is spending a few days at the Portland, thinks there is a splendid outlook for Oregon apples.

"Your Winter apples," he said yesterday, "mature earlier than those of the East, and the codling moth has not yet obtained the hold on Oregon orchards that it has east of the Rocky Mountains. Judging from present indications, I would advise Oregon farmers to set out more apple trees, as the demand will increase with the supply. Of course, I would not advise the planting of new orchards indefinitely, but the outlook is certainly bright for Oregon apples for the next 10 years. The Newtown pippin, raised in Oregon, has become a great favorite with English consumers who are willing to pay well for a first-class article, and I would therefore advise the selection of this species by fruitraisers who intend to set out more trees."

Aside from the fruit interests, Mr. White considers the Pacific Coast full of fine opportunities for young men, though he thinks Chinese and Japanese should be permitted to come into the country and help develop its immense resources. "I hope the restriction law will be allowed to expire by its own limitation next year," he said, "as you people have not sufficient help to perform the labor of the railroads and farms. If you desire to prosper you should take advantage of the splendid opportunities by importing all the cheap help you need. I am sure the majority of your people realize this, and I should not be surprised to see Chinese and Japanese permitted to land here by the thousands within the next few years. Labor is well paid on the Coast, but with all your high wages you cannot induce the working classes to come out here from the East."

WANTED FOR SETTLERS.

Another View of the Proposal to Lease Public Range.

PORTLAND, Or., Aug. 15.—(To the Editor.)—You have given space to the views of the cattle king, Mr. Lusk, and also to an evident "Sheep Man" on the question of "leasing and ranges." Now, it seems that a word from the view point of the homesteader who wants and is satisfied with a little land and a little water, would not be amiss. Mr. Lusk says that the sheep pull up the grass and break the crust of the soil and thus spoil the range, besides admitting that the sheep men are in his way. Your "Farmer" contends for the homesteader who must have range for his stock. This sort of homesteader is as natural a product of conditions heretofore prevailing in the so-called arid regions as the cattle king. Out of the contentions of these two, and as a result of the efforts of both to supplant the constantly increasing feed of the ranges by cultivation of some ground, has grown a new condition to be recognized, most especially by the City of Portland.

The genuine homesteader complains of them both as being in his way, and justly. The cattle king rides over the country with a gun, threatening all who come in his way. The sheep homesteader has fortified himself under the law by taking up a "homestead" at the outlet of a mountain valley, and fenced it so as to shut out both the cattle of the king and the wagon of the other homesteader who would otherwise go higher up the valley to cultivate the soil and raise wheat and thus interfere with the range of the sheep homesteader.

To see so many corporations being organized for irrigation, is, in one sense, a good omen for Portland, for it means a new interest to come into the contention against leasing of the ranges. The information is now complete that much of Northern Nevada, Eastern Oregon, Eastern Washington and all of Idaho are not arid in a sense that should close them to immigration; and every power this city possesses should be brought to bear against the proposition.

While railroad conditions have been, and are yet, against Portland, the time is not distant when it will be no longer possible for the San Francisco merchant to secure the hauling of his wares over an initial elevation of more than 6000 feet in the first 175 miles and down and up grades around a distance of 1000 miles to Ontario, Or., at a less freight charge than the Portland merchant can reach that point. The managers of the recent railroad combinations will soon discover the desirability of a change in the arrangement. Therefore this city is interested beyond any other in seeing that the range men do not get a new lease of life and that the real settler has a show in this its natural trade area.

Whoever has traveled frequently over the Oregon Short Line cannot have failed to note the patches of growing grain or yellow stubble far up the hills in both Idaho and Utah, where no irrigation is possible; nor have missed the significance of their rapid increase in number and size within the past three years. The increase of cultivated area and the growth of towns along that line has been remarkable. Heretofore the difficulty of obtaining settlers, and the pro rata cost of irrigation in consequence, has compelled the owner of irrigated land to hold it at a price forbidding to general agriculture, but that is also changing. Irrigation is becoming cheaper, settlers are coming more freely, and the Snake River Valley, an immense region, will soon add very largely to the quantity of wheat to go out from Portland annually, and place her far and away above all other ports of the Coast if it does not put the port in the lead of all other ports in the Union.

The real homesteader who wants a quarter section of land to cultivate has watched the process of the preparation of this part of the arid regions for his use, through the stages of the cattle and horse range and "sheeping," to the day of settlement and irrigation, and knows that the time has now come for him to move, and he is about it. The next 10 years will witness millions of him coming into the trade area of this city. They are coming now in great numbers, even if under difficulties. Portland will know little of them in a trade way till their output of grain clamors for a market. Their difficulties are no greater than were those of the Sherman County homesteader to whom The Dalles' merchants refused credit "because nobody had ever raised wheat in that region before."

These will make of Portland the entrepot of the greatest country on earth, and they ask you to take an unequivocal position against any compromise with the stock range men that will permit any of your splendid country to be longer called a desert. D. H. STEARNS.

The Sultan's Palace.

Everybody's Magazine.

The Yildiz Palace at Constantinople is a monument to fear. It is assassin-proof, bomb-proof, earthquake-proof, fire-proof, microbe-proof. Architects and engineers are building and rebuilding it incessantly. Some new secret retreat is always under way. The entire domain is surrounded by an immense wall, 30 feet high, and the choicest troops of the empire stand guard around it. An inner wall 12 feet thick, with gates of iron, incloses the private residence itself. The walls of the Sultan's dwelling are filled with armor-plate, in case of projectiles. It is said that a mysterious passage connects with 10 secret bed chambers, forming an intricate labyrinth. No one but his body attendant knows where the Sultan may sleep during any particular night. He has electric lights and telephones in his own apartments, but forbids them in Constantinople. Telephones might prove handy for conspirators, and he believes that a dynamite cartridge could be sent over a wire into the palace. He fears electric explosions, so Constantinople still gets along with gasilight. He hates the word dynamo, because it sounds like dynamite. Balloons are tabooed, lest one should pause over him long enough to drop a chunk of explosive. As to the regal luxury of the Yildiz, that is a matter of course. The domain is a small world in itself. Five thousand people live within the outer wall, not counting a small army of workmen and the 7000 imperial guardsmen. There are shops, factories, arsenals, stables, a library, museum, picture gallery, theater and even a menagerie. The monarch loves trees, but he keeps their branches well lopped off, so that he can see to the furthermost corner of his park.

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HEIR TO ENGLISH ESTATE.

Baker City Woman Can Prove Right to the Townley Wealth.

BAKER CITY, Aug. 15.—The press dispatches recently announced the organization of the Townley Estate Realization Company, of Cincinnati, O., which is organized for the purpose of recovering the Townley estate in England, said to be worth $150,000,000, with an income of $800,000 per year. One of the heirs of this estate, who is probably in possession of the only direct and positive evidence showing her line of descent, resides in Baker City. Should the estate be recovered the other claimants will have to establish their relationship to the Baker City claimant in order to be counted in. There are many other heirs, whose relationship to the original owner of the property is close and as valid as that of Mrs. J. W. Clark, who resides in this city, but they lack proof thereof.

The estate in question originally belonged to Lord Richard Townley, of Lincolnshire, England, who had two daughters, Mary and Elizabeth, who were his sole and only heirs. Mary married John Lawrence and moved to Virginia before the War of the Revolution. Elizabeth married, but died in England, leaving a will by which all her interest in the estate was willed to her sister Mary, in America.

Mrs. Mary Lawrence and her husband, John Lawrence, perfected their proof as the heirs to the estate, but before the business was settled up the War of 1812 broke out and before the signing of the Treaty of Ghent, in 1814, John Lawrence and his wife both died. They left five children, but owing to the unsettled state of affairs at that time, and the length of time required to communicate with England, the estate of Lord Richard Townley was thrown into the chancery courts for want of proper claimants, and this complicated matters so the American heirs did not press their claim until the matter became so mixed up that proofs were difficult to procure and the estate has remained unsettled ever since, until from a moderate beginning it has grown to be very valuable. The lands embraced in the estate comprise about 40,000 acres which include valuable coal deposits that have never been worked.

George Lawrence, the eldest son of Mary Townley-Lawrence, and the grandson and heir to the title of Lord Townley, moved to Arkansas, where he died in 1849. He left four children. The youngest, Sarah Lawrence, married William Woodruff, in 1847, and in 1875 she came West, and now, at the age of 73, is residing at Dayton, Wash. Mrs. Sarah Woodruff is the great-granddaughter of Lord Townley, and mother of Mrs. Florence Clark, of Baker City, one of the heirs of the estate in the direct line of descent.

Mrs. Clark has undisputable proofs of her own and her mother's birth. These proofs are contained in the old family Bible, brought to America by John Lawrence and his wife. This Bible, which is printed in old English, contains the records of all the births, deaths and marriages in the family since the arrival of John Lawrence and his wife in America, or rather, it contains the records of Mrs. Clark's branch of the family. The Bible is about 150 years old. Mrs. Clark has the original will of her great grandfather, together with deeds of gift of slaves and bills of sale executed both in Virginia and Arkansas.

Mrs. Clark is not a member of the company organized in Ohio to recover this estate. This company is evidently made up of the descendants of the four other children of John Lawrence, the son-in-law of Lord Townley. Their claim to the estate is doubtless as good as that of Mrs. Clark and her mother, but they do not possess such convincing proof of their rights in the matter. Mrs. Clark has been looking after her rights for some time, and at the present time Colonel Knight, the father of the actress, Portia Knight, who is suing the Duke of Manchester for breach of promise, is in England looking after Mrs. Clark's interests. Colonel Knight is an attorney of this city, and went to England some months ago on legal business connected with the Townley estate and other matters, presumably his daughter's suit against the Duke.

Italy and Plunder.

Helen Zimmerman in Fortnightly Review.

All Italian public life has its outcome in Parliament. The Deputies are the magna pars of all work and initiative, and of every business arrangement, both legal and illegal. It is therefore to the Deputies that these innumerable persons turn for employment, favors and government contracts. The public departments are populated with creatures of Ministers and the constituents of Deputies; posts are given to proteges, and not in return for true worth. Thus ignorance and mediocrity, if not absolute dishonesty, reign supreme in every branch of public life. All tenders for supplying the army, all tenders and contracts for supplying the state and communes, are in the hands of powerful speculators, who keep the Deputies under their control and obtain from them all they desire. Works are started whose true usefulness never existed, contracts are made which in the end turn out ruinous for the government, and agreements are entered upon in which the government is always finally the loser. And yet all this seems a trifle when we consider that schools, libraries and public offices are in many instances occupied by men who are rarely, mentally, on a level with their task; when we remember that the posts in many of the state departments are given, not earned. And this, in turn, becomes insignificant when we point out that it is well known in Italy that the accomplices of the Sardinian brigands, the Calabrian brigands and the members of the Camorra and Mafia of Sicily and Naples are Deputies, Mayors and Municipal Councilors, and sometimes even high Magistrates and Prefects! Now, all this strife of private interests and grasping hands presses upon the state in every section of its vital manifestations, and consequently lessens its power. The result is that this fair land of Italy is a plundered prey, with a price set upon her head by registered knaves who impose themselves upon the populace or make themselves necessary to the government.

Horse Blinkers Cause Suffering.

Saturday Review.

Blinkers cause great suffering. God has given horses eyes to see, and man, without thought, has half blinded them. The unsupported idea has been that blinkers prevent shying, but horses are more likely to shy when half blinded than when they have full sight. As proof of my opinion, not one of the thousands of Army horses has blinkers, and without giving you actual figures of each company, I have reports from the following railway companies: The Great Northern, London & Northwestern, Great Central, Great Western, London, Brighton & South Coast, Great Eastern and Midland, who have now upward of 13,000 horses working without blinkers, the North London tramways 7000, and carries and others 10,000, upwards of 20,000. These horses are now working in London freed from torment, why not the rest? There is a consensus of opinion that horses look, work, and feed better without blinkers. And I have not heard of one case of any inconvenience or of any satisfactory reason why blinkers should be used.

Faith Rudely Shattered.

Baltimore American.

A faith healer in Michigan declared that a bullet would not kill him if he turned his mind against it. So he shot himself through the head. Now he thinks he is dead and the family think they will have him buried.

Customer—See here, waiter, I found a button in this salad. Waiter—Yes, sir; that's part of the dressing.—Philadelphia Record.

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