NEED FOR A NEW DREDGE

PRESIDENT HUGHES' PLAN TO THE PORT OF PORTLAND.

Commerce, He Says, Requires a 30- to 35-Foot Channel to the Mouth of the Columbia.

President Hughes urged upon his colleagues on the Port of Portland Commission yesterday the need of another dredge, and asked for a vote on a plan which he submitted in writing. His idea is that the Commissioners know better than any expert the kind of machine required on the Willamette and Columbia Rivers, and that by building the dredge themselves, a saving of $50,000 can be made. Commissioners Selling, Banfield, Adams and Swigert, who compose a majority of the commission, did not like the proposal to build so important and expensive machine as a dredge without the assistance of an expert. Commissioner Banfield said the commission would be saddling a tremendous burden upon itself, to which statement President Hughes demurred. It was not denied that the hull, pump and other parts could be built to order, but the point raised was who would assemble the parts into a satisfactory machine. In answer to Commissioner Banfield's question as to who would accept the responsibility of putting the dredge together if President Hughes' plan were adopted the president said: "I stand ready to accept the responsibility and to guarantee that the dredge will be satisfactory in all respects."

After discussing the plan without taking action the commission adjourned until evening to hear the report of J. B. C. Lockwood, of Seattle, who was recently sent East to examine dredges. The Seattle train was late, so the commission adjourned until 8 o'clock tonight.

President Hughes' Plan.

Following is President Hughes' recommendation for a dredge and plan of building it:

Shortly after the organization of the present board I called your attention to the necessity for an additional dredge, recommending that you take immediate action. You did not act on the matter at that time, further than to determine to send an expert to visit and report on the hydraulic dredges in use in the United States, J. B. C. Lockwood being chosen by you for the purpose. He left Portland on his tour of inspection August 2, and returned September 2. Believing that each Commissioner has now had ample time to inform himself, and knowing that the interests of this port are being imperiled by delay, I again bring the subject before you, urging immediate action. There are two reasons why we should build a second dredge at this time:

First—To keep the channel open, to the depth demanded by the present shipping interests of this port, requires the constant operation of a dredge of the capacity of the one now in use. The wear of a machine of this kind is very great, frequent overhauling and renewal of parts is necessary, and it is not possible to keep it in constant operation. To keep one dredge constantly at work it is necessary that we have two.

Second—Should our present dredge be destroyed or so damaged as to be disabled for several months, so that we had no dredge at our disposal at a time when prompt work at one or more points was necessary, irreparable damage might be done the commerce of this port. We must have two dredges, that we may be sure of having a dredge at our disposal at all times.

What we need is a combined dredge and snag-puller, having, as a dredge, at least double the capacity of the one now in use; as a snag-puller, the strength necessary to pull any snag we are likely to find in the river, equipped with a complete outfit of extras, as for parts requiring frequent repair or replacing, a repair shop sufficient to enable our own employes to do all ordinary repair work, a complete outfit of fuel barges, pipe line and pontoons, and a tender of ample power to not alone handle and move the dredge with its attendant pipe line and barges under all possible conditions, and to remove snags from the channel when pulled by the snag-puller, but also to patrol the river and remove snags newly lodged before they have become imbedded in the sand, thus forming a bar.

In recommending that the dredge to be built have at least double the capacity of the one now in use, I am not unmindful of the fact that the constant work of a dredge of the capacity of the one we now own would probably make and maintain a 25-foot channel between Portland and the mouth of the Columbia, and that with a second dredge of equal capacity we would be able to keep one in constant operation. But it must now be apparent to all that what Portland needs is not a 25-foot but a 30- to 35-foot channel. The making of a channel of this depth is not a work of a few days, weeks or months, but of time; and though, with the present depths on the bar, a 25-foot channel may supply our immediate needs, as the Government will do the necessary work at the mouth of the river, we should now be working to the end of a 30- to 35-foot channel in the harbor and rivers that it may be ready by the time the Government has completed the jetty.

In the building of a dredge we may proceed in one of three ways. First, under a general specification of what we require, let the contract for furnishing a complete machine with guaranteed results, the contractor to furnish his own plans and specifications, reaching the result guaranteed by his own methods; second, employ an expert to prepare plans and specifications and have the dredge built under his direction; third build it ourselves.

To the first of these there is the objection that it will be about impossible for us to agree with any contractor as to where our requirements have been met. The general method of testing followed is useless, in that it is not, in fact, a test of the general average working capacity of the dredge, but only or that to which it may be forced, under favorable circumstances, for a few moments, and a machine, in fact very insufficient for general work, such as ours, may readily be forced through one of these tests. The only test of value to us would be a season's work, a test to which it is hardly possible any contractor would submit. We would pay the contractor's profit and take the risks ourselves.

To the second there are several objections. The principle of these is that it requires more knowledge of the subject to expect an expert then it does to build a good and efficient dredge. After a careful examination of the subject I am of the opinion that the dredge expert does not exist; that is, in the same sense as there are experts as to steam engines, mill machinery, railroad building, etc. As to all in which our work differs from that done elsewhere, and this is no inconsiderable part of the whole, there could be no expert, save one having had actual experience in the work on the Columbia and Willamette Rivers. Were an expert offering who had had experience on our rivers and who had built dredges producing the best known results, I should favor his employment. To employ any other expert will, in my judgment, result—first, an increase of from 40 to 50 per cent in the first cost of the dredge; second, unless he works entirely under our direction, when he would not, for us, be an expert, it would cost us an additional 20 to 50 per cent to make the changes necessary to fully adapt the dredge which he builds to our work. We would pay the expert his fees to take all the risk and be at all the loss ourselves.

These being my views I recommend that we build the dredge ourselves.

The hull of a dredge is nothing more than a large scow. The size, character of material and strength required given, we have a number of boatbuilders in our city perfectly competent to build it. The discharge pipe line is a simple matter of size, thickness and character of material—is, in fact, standard. The winches, engines and all the machinery used, save the pump and cutter, is standard, and may be had of the best quality and with guaranteed results on a specification of the work it is to perform; its location in the hull is fully understood by our employes; there are no pontoons or spud gear in use, such as we need, and we can build these to the best advantage ourselves. The fuel barges and tender are of a character of work which is constantly being done in this city in a perfectly satisfactory manner. In short, there is no part of a dredge for our work as to which this commission and its employes are not better experts than one not familiar with the exact work to be done, save, possibly, the pump and the cutter. But it is exactly as to these that it is almost impossible to find the true expert. The pump we are now operating has several defects; its suction-pipe is not alone too small for the discharge, there are several obstructions in it, diminishing by considerable the capacity of the pump. We are operating a single suction runner in a double suction shell, and the unevenness of the inside of the shell has compelled a half inch of slip on each side of the blade, and yet, as shown by published tests and records of work, it is the equal, if not the superior, of four-fifths of the pumps now used in work of this kind, built by so-called experts. With the existing defects removed it will have no superior save, possibly, a successful pump built by an operator of long experience, deriving his knowledge from actual experiment, and not disposed to give others the benefit. Such a thing as an ideal cutter has not been built; all that are of any value are patented. We own the right to use what is known to be the best patent. All we need is to adapt our cutter to use in all classes of material. As no builder of dredges has yet accomplished this, and we are as competent as any to try experiments, we cannot profit here from the services of an expert.

I ask that you at this time authorize the immediate preparation of plans and specifications of a 30-foot dredge with all its belongings of fuel barges, pipe line, pontoons and tender, and as we are in present need of fuel barges, that the plans and specifications for these be prepared first in order that they may be constructed at once for use with our present dredge until the new dredge is ready for work.

IMPROVING FOURTH STREET

Property-Owners Will Meet at the City Hall to Discuss It.

Arrangements are in progress for a meeting of Fourth-street property-holders to take place at the City Hall Monday evening for the purpose of discussing the subject of repairing that street, between Jefferson and Burnside. It is thought those interested are practically unanimous in favor of repairs, though some favor asphalt and others wood blocks.

The Asphalt Company at first agreed with the Mayor to insure treated blocks against decay for a period of 10 years, but yesterday this period was reduced to eight years in a proposition sent to Mr. Rowe. The Mayor, however, insists on the 10-year limit, and will not agree to recommend the use of treated blocks for a shorter period. Wood blocks treated with carbolineum wil cost about as much to put down as asphalt, but if they can be insured against repair expenses for 10 years, most property-owners would prefer the blocks, as the wood makes a smooth, noiseless pavement and is not so slippery after a light rain as the asphalt.

"The repairs will proceed at an early day whether the property-owners petition for them or not;" Mayor Rowe said yesterday, "as it is understood they are all in favor of the improvement. A petition of the Council is not necessary and the improvement could not be held up, except by a remonstrance on the part of a majority of the property, of which there is no danger."

Fourth street has been in need of repair for several months, the wood blocks having rotted in many places and thus depressions were created, making the street rough for teaming or wheeling. The present pavement was laid in 1897, but the wood was not treated for the purpose of preservation, and so proceeded to rot on the under side, within the first two years. The concrete bed upon which the blocks rest is still in good condition, so that all that is necessary is to lay the new blocks after the old debris has been cleared away. Whether a "sand cushion" shall be laid on the cement before the blocks are put down, will be a question for the authorities to decide.

Treating paving blocks with a chemical preservative is as yet an experiment in Portland, and no data can yet be obtained as to its efficacy. The decking of Madison-street bridge was treated when last put down, but as the structure is well drained the use of treated blocks on the deck cannot be considered a criterion. On Second street, between Morrison and Madison, untreated blocks have just been put down on a plain macadam foundation, and many property-owners think this is the best method, as the porous broken rock base forms a natural drain to permit the water to seep away while the concrete bed holds the water and thus tends to hasten the decaying process. It will therefore be several years yet before Portland people know just how to lay wood blocks in order to obtain best results.

MOUNT JEFFERSON PARK.

Returned Portlanders Tell of a Beautiful Spot Seldom Visited.

H. V. Dolph and A. P. McKinlay have returned from a two months' stay on Mount Jefferson. While there they made several ascents of this, the most difficult of the peaks in the Cascades. They reached within 25 feet of the top, but were unable to scale the perpendicular wall of ice that rose above them. Many trips over the surrounding country were taken. On one of them they ran across a natural park which is never visited by sightseers. It lies just north of Mount Jefferson; is two by four miles in length. There are several thousand acres of level pasture land. The region is beautifully watered by many lakes and hundreds of streams. The entire tract is gorgeous with flowers. Deer are numerous. The place is difficult of access from Detroit. The best way to get in is by the rangers' trail.

The Government rangers have just finished cutting a trail from Mount Hood down the divide. It begins at the Summit house on the Barlow road, and comes out at Detroit. One could take packhorses from the Summit house and in one day's time reach the meadows of the Cascade divide. From here on there is plenty of feed. At Ollala Mountain a very high peak, 10 miles north of Jefferson, the trail should be left. The rest of the course straight south to Mount Jefferson is easy going. In the opinion of Mr. McKinlay this region far surpasses in beauty the far-famed Paradise Valley on Mount Rainier.

Mr. McKinlay, who has been a teacher in the Portland High School for the past six years, leaves tonight for the East. He will take in the Pan-American Exposition and then go on to Cambridge, Mass., where he will begin a course at Harvard University.

Dyspepsia makes you nervous, and nervousness makes you dyspeptic; either one renders you miserable. Carter's Little Liver Pills cure both.

FROM ALBINA TO ST. JOHNS

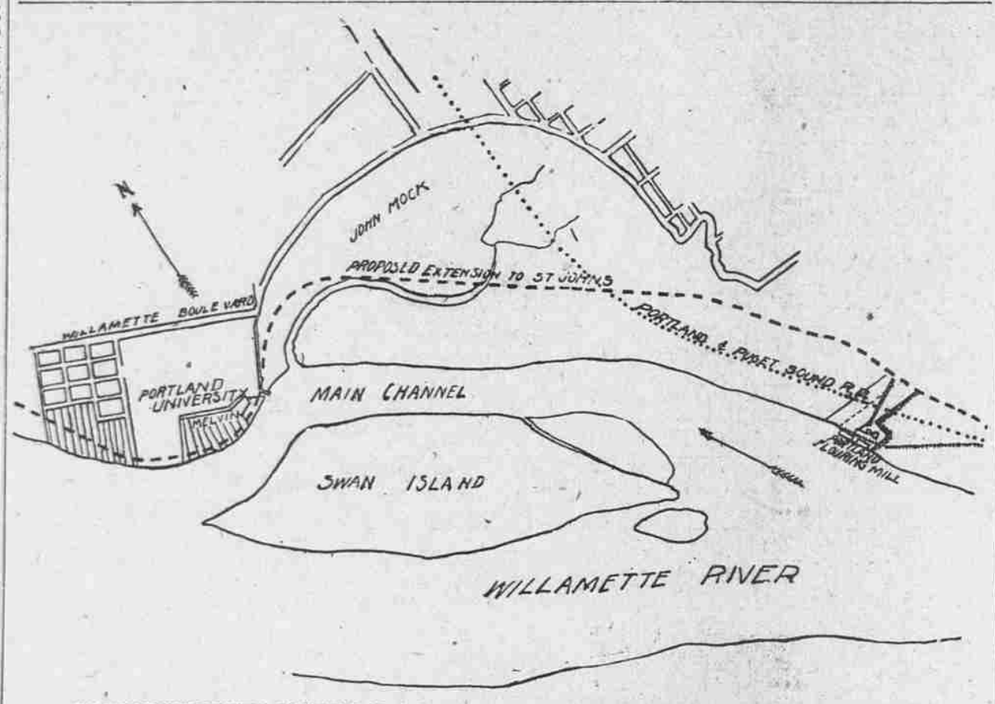
CONTRACT LET FOR NEW O. R. & N. EXTENSION.

Kilpatrick Bros. & Collins to Complete Grading and Bridging by the First of January.

The O. R. & N. Co. has entered into contract with Kilpatrick Bros. & Collins, of Beatrice, Neb., for the construction of a railroad from Albina to St. Johns, a distance of 5.15 miles. Engineers are now cross-sectioning the line and a clearing force has already begun clearing right of way, near the Portland flouring mill. This contract is to be completed by the first of January. The railroad is expected to be ready for operation by February 1.

J. H. Smith, formerly of the contracting firm of Hale & Smith, will be superintendent of this work, which will include grading and bridging. About 1,200,000 feet, board measure, of timber will be required for bridges, and 130,000 linear feet of piles. After that shall be completed the O. R. & N. Co. will lay its own track.

It is desired to commence the work at once in order that as much as possible may be accomplished before unfavorable weather shall set in. The piles may be driven to better advantage also, while the river is at a low stage. There will be room to work 40 to 50 teams, three pile-drivers and a large force of graders and bridge-builders, perhaps 400 to 600 men in all.



MAP SHOWING ROUTE OF NEW O. R. & N. EXTENSION OF 5.15 MILES FROM ALBINA TO ST. JOHNS.

BINDING THE VANDERBILTS.

Corporation to Control the Securities of the Group.

NEW YORK, Sept. 12.—The Mail and Express says:

"Much interest was taken in Wall street today in a report that a corporation is to be formed, probably under the name of the New York Central Company, which will bear a similar relation to the New York Central Railroad that the Pennsylvania Company does to the Pennsylvania Railroad Company. If such a scheme goes through it is supposed that the new corporation will issue its own securities for shares of the Big Four, Nickle Plate, Canada Southern and other companies embraced in the Vanderbilt group, which have not thus far been merged with the New York Central. The advantage of such a company, it is claimed, is that it would keep intact many connecting links for the benefit of the Vanderbilt group of railroads and lessen the possibility of their being separated through any future change in management."

Motor Line From Dallas to Mill City.

DALLAS, Or., Sept. 12.—There is great interest here now in the proposed railroad to Falls City. The people will in the near future attempt to grade and tie three miles out from Dallas. This will include the deep cut at the Lee gap, southwest of town. When this cut shall have been made the grade will be a maximum of 1 per cent over the entire route.

WORK ON THE BIG SEWER.

Carrying Main Conduit of Beech-Street System to the River.

A large force of men are building the main sewer for the Beech-street and Cook-avenue districts across the terminal grounds. This conduit begins near the foot of the hill in the Abram tract, and takes a straight course across the railway tract to the Willamette River. It is the most important part of the Beech-street system now building in Multnomah Addition. The sewer as it comes down the gulch to the low ground is 42 and 36 inches. At the place of starting for the larger sewer it first widens from 36 inches to 60 inches, and then to 80 inches. Owing to the steep grade down through the gulch, only a smaller-sized sewer is required, but on the levels below the larger is needed, as it will carry the sewage of both Beech-street and Cook-avenue districts. Provision is being made for the entrance of the Cook-avenue conduit, when it is built, just west of the county road. A short section of the Cook-avenue conduit will be built 60 inches in diameter and then closed until work on that system shall begin.

A foundation of piles will be driven across the lowest portion, and on these the big sewer will be built. Beyond a tunnel is being excavated for a distance of 300 feet under the railway embankment, which carries five railway tracks. Work is being pushed from both ends, night and day. As but few men can work to advantage, progress is rather slow. The tunnel has to be timbered with heavy timber, as the excavating progresses, as the embankment is a fill, and the dirt not compact. Hard-burnt brick, stone blocks and piles of cement and sand are heaped up alongside the deep ditch, and wagons are arriving every hour with more materials, which are rapidly used up in construction. Sand for mixing concrete is had from the bank across the road, but for brick and stone work a sifted sand is used. At the east end, in Multnomah Addition, work is going forward rapidly, and the heaviest portion will be finished in the next 10 days.

SUNNYSIDE SUB-BOARD.

More Water, Fire Protection and Addition to Schoolhouse Wanted.

The Sunnyside Sub-Board of Trade is now well organized. At the last meeting the following officers were elected: S. C. Pier, Jr., president; A. H. Pettit, vice-president; W. T. Wooden, secretary and treasurer. Committees were appointed, after thorough discussion, on fire protection and better water facilities. It was reported that the petition for an engine had gone before the Fire Commissioners, and that the board is now thoroughly acquainted with the situation. The committee on better water pressure was instructed to press the circulation of the petition to the Water Committee through the entire district interested between the Sandy road and Hawthorne avenue. Encouraging words were spoken in regard to prospects for improved water service. It was reported that at least one member of the Water Committee has expressed himself as favorable to affording the relief asked for.

In the near future the matter of school facilities will be taken up. At the annual meeting taxpayers of the district will be asked to provide for additional schoolroom at Sunnyside. It was reported the eight rooms of the schoolhouse last year were all crowded, and that even portions of the hall and the office of the principal were occupied. Besides two rooms had to be rented outside the main structure. It is thought that four outside rooms will have to be rented before this year is out. The Sub-Board will get this matter in shape for presentation at the proper time.

Central Schoolhouse.

None of the rooms in the new portion of the Central schoolhouse will be ready for use next Monday, but the old building and four rooms of what was the annex will furnish facilities for the pupils until the new structure shall have been completed. There is work enough in and about the new building to delay its completion until about the first of the year. In the basement the installing of the heating apparatus has only fairly commenced. One new boiler has been set up on the east side. On the first and second floors most of the rooms have been plastered, except the assembly hall, where only the laths have been put on. It always takes much more time to put on the finishing touches than is expected, but there will be no serious inconvenience to pupils and teachers, and they are willing to undergo great inconvenience with the sure prospect of occupying finally so fine a schoolhouse. No name has yet been selected for the Central, but by the time it is ready for occupancy perhaps some one who wants to perpetuate his name will offer a school library for the privilege of naming the building.

Asked for Dr. Ellworthy's Return.

At the fourth and last quarterly conference of the Sunnyside Methodist Church a resolution was unanimously passed by the official board for the return of Dr. H. B. Ellworthy to that charge. This resolution was in accordance with the general wish of the church and congregation, and took the place of a petition that was being circulated among the members for the same purpose. Reports from the various departments were read, and the showing was excellent. Increase of membership for the year will foot up to 120, an increase of almost 100 per cent. The debts have been paid, and the interior of the church handsomely decorated. Dr. Rockwell, presiding elder, says that the Sunnyside Methodist Episcopal Church, in growth, will rival that of any other church in his district.

Will Move Fire Quarters.

The Sunnyside hose company's quarters in the Sharkey building, on Belmont and East Thirty-fifth streets, will be moved to the Hunter building, East Thirty-fourth and East Yamhill streets, the first of the month. In some respects the latter building is the best location, but the main consideration is that the rent is much less. The Commissioners are compelled to economize wherever possible.

Ryan Street May Be Opened.

J. J. Murphy, in an interview with Mr. Feurer, owner of the Feurer tract, which is south of Cole's Addition, ascertained that he is very much in favor of extending Ryan street through to East Twenty-first street. This will provide a through street from Milwaukie road. The main object is to provide residents with an open street to the Brooklyn car line. It is considered certain that Ryan street may be extended. Mr. Feurer also informed Mr. Murphy that he should favor the proposed Brooklyn sewer.

Will Fill Terminal Grounds.

It is understood that the terminal grounds, north of the shops, will be filled up to a level with the railway embankment before very long. The railway company owns the bluffs on the east side, and can very soon fill up the grounds, and thus do away with the stagnant water and get a vastly increased switching ground.

East Side Notes.

The Sellwood Sub-Board will meet this evening at Firemen's Hall, and the James B. Stephens Board will meet at Gruner's Hall.

John Wilkins, a carpenter, who was severely injured by falling from a scaffold in the Portland Woolen Mill building, is able to be about on crutches.

Pauline Scott, wife of F. W. Scott, died Wednesday. She came from Lexington, Wash., only two months ago. The body will be taken to that place for burial next Sunday.

Wise Bros., dentists, both 'phones. The Failing.

Northwest Pensions.

WASHINGTON, Sept 12.—Pensions have been granted as follows:

Oregon—Increase, restoration, reissue, etc.—John A. Baker, Eugene, $12.—Original Widows, etc., spl. acc. August 22—Sophie Joseph, Albany, $8.

Washington—Original—Edmond Grady, Ellensburg, $8; Warren C. Stetson, Seattle, $6; Hiram S. Stevens, New Whatcom, $6; Francis M. Rowen, Hayes, $10; Francis M. McCombs, Seattle, $8. Increase, restoration, reissue, etc.—Thomas Huston, American Falls, $10.

About 100 more pupils, or 1700, are enrolled at the Boise public schools this year than in 1900.

MAY BE PHILADELPHIA

UNKNOWN STEAMER OFF MOUTH OF THE COLUMBIA.

Cruiser Is Due With the Oregon Naval Reserve Which Has Been Sent Out for a Cruise.

The cruiser Philadelphia, which sailed from Astoria September 6 with Lieutenant-Commander R. E. Davis and 70 members of the Naval Reserve, was due in Astoria after a week's cruise Wednesday evening. A telephone message received by The Oregonian from Astoria last night said that an unknown steamer was off the mouth of the river and was reported twice in the evening. The steamer, the message said, was probably the Philadelphia, but she could not cross in on account of the fog. As the Philadelphia was a day overdue last night, some concern was felt for her, but there was no reason for it, as the weather off the mouth of the Columbia has been good since the cruise began. What has delayed the cruiser is only a matter of conjecture.

If the steamer reported off the river last night was the Philadelphia, she may be expected at Astoria this morning.

FLAGRANT DISCRIMIN ATION.

Why Portland Dealers Fail to Get Government Contracts.

The Government Quartermaster at Seattle has advertised for 4000 tons of oats and 2500 tons of hay. As usual, Portland dealers are ignored and deliveries are to be made at Puget Sound. This amounts practically to an embargo against Portland merchants, for they have to pay freight charges to Puget Sound and have to include this important item in their bids; whereas, Puget Sound dealers may deliver their goods free of such cost. This way of doing business also costs Uncle Sam a pretty penny, but as it puts money into the pockets of Puget Sound merchants at the expense of the Government, no complaint is heard.

Freight on oats is $2 per ton. Recently the Government advertised for bids for supplying 2000 tons of oats, laid down at Seattle. A firm of that city got the contract for $22 85 per ton. A Portland firm bid $23 45 per ton, and of course failed to get the award. But this bid included $2 per ton railroad charges, which it was necessary for the bidder to add, so that if the oats could have been delivered at Portland they could have been supplied at $21 45 per ton, or $1 40 per ton less than the Seattle bid. This would have meant a saving of $2800 to the Government.

"The whole trouble comes from favoritism at Washington," said a grain man yesterday. "The quartermaster at Seattle who does the advertising is not to blame, because he gets his instructions from Washington. At Washington, Portland is stricken from the list of competitive points. The result is that Portland cannot bid, except under the greatest disadvantage, against San Francisco, Tacoma and Seattle. Our delegation in Congress should see to it that this flagrant discrimination be remedied. Portland dealers could get most of the forage contracts with the Government, if this were accomplished."

DAILY CITY STATISTICS.

Marriage Licenses.

Frank Gustavson, Hulda Plambald.
William J. Booth, Effie Lands.

Contagious Disease.

Mrs. H. Witt, Marguerite avenue, typhoid fever.

Death Returns.

September 10—Chin Nun Din, aged 63, joss house; Bright's disease of the kidneys.

September 10—Chin Mon, aged 59, 197 Second street; dropsy.

September 11—Emily Porter Nichols, aged 74, 295 Twelfth street; old age.

September 10—Chin Lung, aged 47, 89 Second street; tuberculosis.

September 11—Pauline Scott, aged 58, 208 Seventh street; nephritis.

Real Estate Transfers.

A. C. Going and wife to James W. Going, lots 2 and 3, block 179, Couch's Addition; lots 8, 10, 15, 17 and 20, block 11, Highland Park; lots 7, 9, 11 and 15, block 10, same, August 31	$2,000 00
Louise Logus, executrix, to R. L. Edmonston, lot 1, block 52, Holladay's Addition, September 10	1,200 00
G. A. Morton and wife to W. H. Fayle, lot 5, block 2, Story's Addition, August 9	1,315 00
Portland Masonic Cemetery Company to C. Hansen, 2.04 acres, Greenwood Cemetery, August 29	2,000 00
Sarah and Thomas Byrne to Lucinda Randall, lot 1, block 3, Byrne's Addition, August 8	500 00
Anna Van Rensselaer to A. A. Kadderly, east half of lots 5 and 6, block 235, East Portland, September 9	1,150 00
E. Stoppenbach and wife to Investment Company, lots 1 and 2, block 50, Piedmont, October 20, 1900	400 00
Isaac A. Peters and wife to Loren Seward, lots 1 and 2, block 11, Lincoln Park Annex, August 28	1,050 00
W. H. Coons and wife to J. W. Coons, 5 acres, section 36, T. 1 N., R. 3 E., May 17	1 00
C. W. Gay and wife to P. A. Anderson, lot 13, block 6, Gay's Tract, December 17, 1898	200 00
Eliza E. Love et al. to Charlotte Goff, 78x100, Thirteenth and Montgomery streets, June 22	1 00
A. L. Frazer, administrator, to Mrs. John M. Chever, lot 15, block 9, Richmond, February 21, 1899	62 50
Cyrus W. Wood and wife to John F. Peterson, lot 11, in Torgler & Woodcock's subdivision block B, Albina Homestead, September 9	1 00
Minnie C. Dammeier and husband to A. M. Leeming, east 41½ feet of lot 9, block 12, Dunn's Addition, July 27	32 00
Same to same, lot 6, and west 7 feet lot 7, block 12, Dunn's Addition, August 17	4000 00
John Catlin to Frances A. Catlin, lot 1 and 4 feet off and along north side lot 2, block 248, Portland, July 10	1 00
Delia Marshall and husband et al. to Theresa Hellwell, lots 10 and 11, block 89, Sellwood, March 28, 1899	1 00
Theresa Hellwell to E. H. Bauer, same, October 9, 1900	400 00
Henry Quinn to Thomas M. Quinn, lots 1 and 2, block 69, Union avenue and Halsey street; also lot 4, block 79, Sixth and Multnomah streets, July 31	1 00
James N. Green and wife to Henry Wiegandt, lot 11, block 1, Lincoln Park, July 25	300 00
George P. Gray to Seth L. Catlin, block 33, James John's First Addition to St. Johns August 14	1 00
Sheriff, for J. H. Fisk et al., to German Savings & Loan Society, lots 3, 4, and 5, block 2, Frush's Square Addition, September 13	6,500 00
Sheriff, for George P. Lent et al., to same, lot 1, block 7, Caruthers' Addition	4,200 00

For abstracts, title insurance or mtg. loans, see Pacific Coast Abstract Guaranty & Trust Co., 204-5-6-7 Failing Bldg.

PERSONAL MENTION.

Dr. Flora A. Brown has returned from her trip to Monte Cristo, Wash.

F. J. Hard and family have returned to the city after a month's outing in the Bohemia mining district.

Governor Geer came down from Salem last night, to meet his daughter, Mrs. Maude Cooper, of Union, Or., and took his guest home with him to the Capital City.

Sherwood Gillespy, general agent of the Mutual Life Insurace Company of New York for the Pacific Northwest, with headquarters in Seattle, accompanied by his wife, is at the Hotel Portland.

John Butterworth, the well-known mail clerk, has been elected as delegate to the National Association of Railway Postoffice Clerks, which meets at Milwaukee, September 17. Mr. Butterworth represents the Portland division, and will leave for Milwaukee in a few days.

Samuel P. Jones, of Kentucky, the popular president of the National Travelers' Protective Association, will probably be in Portland tomorrow. When he comes his friends here will give him a reception.

NEW YORK, Sept. 12.—Northwestern people registered at New York hotels today as follows:

From Spokane—H. Taggart, at the Bartholdi; D. Brancombe, A. D. Jones, at the Marlborough.

From Seattle—Dr. W. A. Shannon, at the Imperial.

WILL BE PLACED OUT.

Forty-one Children at the Boys' and Girls' Receiving Home.

There are 41 children at the Receiving Home of the Boys' and Girls' Aid Society—22 girls and 19 boys. Twenty-five are under the age of 12, and some of them are desirable. There are several boys between 3 and 6 who are especially desirable, also an infant boy, aged about 4 months. As it is the object of the institution to place these children out in families as soon as suitable homes can be obtained for them, the management would be pleased to hear from any persons requiring children, either on indenture or for legal adoption.

Children are received almost daily from all parts of the state. Yesterday a 12-year-old girl was committed from Lane County, the parents being dead and the child having no home. W. C. McHargue, Sheriff of Linn County, brought a 3-year-old boy named Loyce Hall to the Receiving Home. The commitment stated that the father had abandoned his family, that the mother had neglected to provide for the child, and that the parents were totally unfit to have its care and custody. A destitute boy, aged about 3 years, was brought to the Home yesterday, he having been picked up ragged and destitute. He had been deserted by his parents. This boy was found in a First-street lodging-house.

The management trusts that farmers and others who have potatoes to spare will not forget the Home, as very few have been raised on the Home property this year. Cast-off clothing of all kinds, especially girls' underwear, is solicited, as the numerous rummage sales have materially interfered with the usual donations of clothing to the institution. As the children received by the society are at all times destitute, it is hoped that friends will come to the relief, or it will become necessary to purchase a large quantity of clothing for the children.

Donations will be called for if Superintendent Gardner is notified at the Receiving Home, or called up on Oregon telephone, East 5.

DEATH OF MRS. NICHOLS.

Great-Granddaughter of Jonathan Edwards Passes Away.

Mrs. Emily Porter Nichols, who died at her home, 295 Twelfth street, Wednesday morning, had been a resident of Portland for 18 years. She was born in Worcester, Mass., 75 years ago, and was married to Dr. Z. B. Nichols in 1844. The couple moved to Minnesota several years before coming to Oregon in 1883. The husband died here in 1896, and his remains are interred at Riverview cemetery.

Mrs. Nichols was a daughter of Benjamin Porter, of Massachusetts, and great-granddaughter of Jonathan Edwards, the great New England theologian and first president of Princeton College. She was a member of the First Congregational Church of this city, and was highly esteemed by those who knew her best, though her illness for the past 12 years prevented her from forming many new acquaintances. She left the following children: Mrs. G. M. Parker, Dr. A. S. Nichols, Dr. Clarence Nichols, Miss Carrie Nichols, Miss Minnie Nichols and Dr. Herbert Nichols, of Portland, and Mrs. J. L. Walpole, of Grand Junction, Colo. Mrs. Walpole is now in this city, and will attend the funeral, which will take place from the late residence of Mrs. Nichols at 10 A. M., tomorrow. Interment at Riverview.

Bank-Wreckers.

PORTLAND, Sept. 10.—(To the Editor.)—It is an undeniable fact that bank-wreckers are among the most dangerous criminals, and that, therefore, society is bound to punish their crimes with a severity corresponding with the injury resulting therefrom. By their violation of the trust reposed in their assumed integrity, they reduce families from comfort to penury. They blast the fortunes of business men, dissipating the fruits of long years of earnest effort. They rob the widow and the fatherless. They are more guilty than the comon theif or bank burglar, because these miscreants violate no trust. But, strange to say, it is easier to convict a dozen burglars or a thousand vulgar thieves than one of these bank looters. And stranger and more regrettable still, it is next to impossible to keep one of these "prominent citizens" in prison for any considerable length of time after his long-delayed trial has finally resulted in a sentence and commitment. Abuse of sympathy is the cause of this. The best and most influential citizens will unite and persevere in a movement for executive clemency toward a man who has dissipated the funds of a bank by wild speculation, and covered his tracks by false swearing and falsifying of accounts. Such efforts are inimical to the ends of justice. They produce executive action that not only encourages crime, but tends to promote the too prevalent feeling that equality before the law is a myth.

A VICTIM.

SET HIS CLOTHING ON FIRE

Bad Boys Rub Gasoline on Wilbur Bolger's Trousers.

Wilbur Bolger, the 15-year-old son of Policeman Frank Bolger, was badly burned and part of his clothing was set on fire. He is employed in a Washington-street tailor's store and was watching the other boys clean clothes by applying gasoline. One joker in the crowd cruelly told Wilbur that if he poured the fiery liquid on his trousers and applied a match no harm would result. Other alleged jokers seized Wilbur and rubbed gasoline on his trousers, and Wilbur unfortunately applied a lighted match to the place, when a blue flame enveloped him and he shrieked with pain and terror. The other boys were alarmed by this time and they assisted to quench the flames. Next day the injured boy was too much ashamed to tell his father, but the truth gradually came out. The boy's friends are very indignant about the matter and wish the bad boys arrested. Wilbur will probably be able to leave his room tomorrow.

C. A. Billings, a railroad engineer, committed suicide at Ellensburg Monday. For some time he had expected to change from freight to passenger service, but recently, when a change was made, the passenger engine was given to another. This disappointment so preyed upon his mind that he finally resolved to take his own life.

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.

HAIR SOFT AS SILK.

New Scientific Treatment Kills Dandruff Germs, and Makes Hair Soft.

It is an accepted fact, a proven fact, that dandruff is a germ disease; and it is also a demonstrated fact that Newbro's Herpicide kills the dandruff germ. Without dandruff falling hair will stop, and thin hair will thicken. Herpicide not only kills the dandruff germ, but it also makes hair as soft as silk. It is the most delightful hair dressing made. It cleanses the scalp from dandruff and keeps it clean and healthy. Itching and irritation are instantly relieved, and permanently cured. At all druggists. There's nothing "just as good." Take no substitute. Ask for "Herpicide."

Every Woman

is interested and should know about the wonderful MARVEL Whirling Spray The New Ladies' Syringe Best, Safest, Most Convenient.

Patented. Ask your druggist for it. If he cannot supply the MARVEL, accept no other, but send stamp for illustrated book—sealed. It gives full particulars and directions invaluable to ladies. MARVEL CO. 593 Mission St., San Francisco. For sale by Woodard, Clarke & Co. and druggists generally.

Twentieth Century Medicine

Cascarets Candy Cathartic are as far ahead of ancient pill poisons and liquid physic as the electric light of the tallow candle. Genuine stamped C. C. C. Never sold in bulk. All druggists, 10c.

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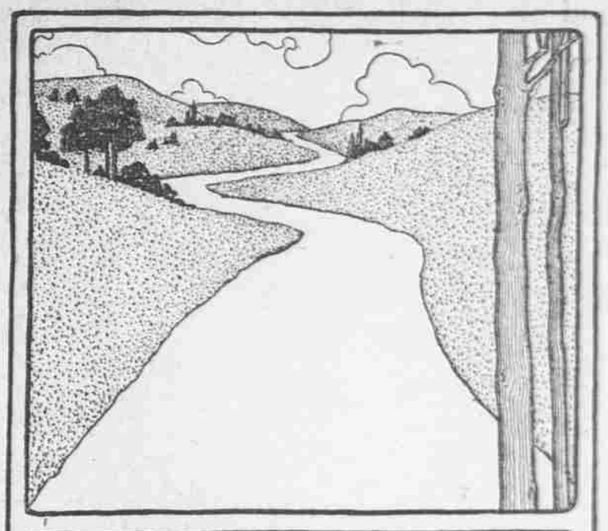

A WHITE PATH.

THERE is only one kind of Cleanliness, but there are many kinds of soap. There is only one destination, but there are many paths that lead to it. If you want the shortest and safest road to Cleanliness, it is paved with Ivory Soap. Neither man nor clothes ever get beyond the cleansing power of Ivory Soap. Its rich, creamy lather extracts every particle of dirt; but it stops at the dirt! Ivory Soap—it floats.

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All sorts of people use it, all sorts of stores sell it, especially druggists.