WHO OWNS STREETS

City Authorities Say They Want to Know.

WHY NOT ENFORCE THE LAW?

Judge Hogue Holds Up Case Against M. C. Banfield, in Endeavor to Secure Amicable Adjustment.

No decision has yet been given in the case of M. C. Banfield, charged with violating the city ordinance regarding the obstruction of sidewalks, and those who were instrumental in making the arrest are growing impatient. "We would like to have the case decided," they say, "so that we may know whether we are able to enforce the ordinance. There are several lumber companies that are in the habit of piling their wood on the walks and we wish to know if we have the power to stop them."

Municipal Judge Hogue, when asked as to his decision, said that as a rule he was in sympathy with the work of improvement and that the sidewalks would have to be cleared. "But it does not seem to be exactly the right thing," said he, "to fine Mr. Banfield for the offense when it had grown to be the custom in that community to pile wood in the streets, without first warning him and giving him a chance to remove the wood."

The City Engineer holds that Mr. Banfield had been notified several times, but this was not proven at the trial.

"Technically speaking," said the Judge, "he is guilty, for a man violating an ordinance does not have to be notified, and, if the City Engineer insists that he be fined, I will have no other alternative but to impose a fine. I have asked him if it would be satisfactory for the matter to stand as it is, provided that Mr. Banfield removes all of the wood obstructing the sidewalks at various points in the city. And I have asked Mr. Banfield to take the matter up with Mr. Elliot, and if he can satisfy him that he will do this, there will be no need for a decision. I will be able to find out how the matter stands, and will give a decision within the next few days. It has developed at the trial that notice had not been given to Mr. Banfield or his foreman that the wood would have to be removed. There was an office very near the place where the wood was piled, and it would have been an easy thing for the authorities to notify them. Sidewalk Inspector Lillis, who made the arrest, said that Mr. Banfield had been notified, but did not know it of his own knowledge. He had only heard others say that he had been notified. Mr. Banfield stated positively that he had never received any notification."

City Engineer Elliot said that it was an important thing in their work for the authorities to have a decision in this matter.

"We wish to know whether or not we can compel the people to remove their wood," said he. "There is no need for Mr. Banfield to claim that he was not notified, for I have records to show that at least three notifications were sent to him. The wood was so much in the way that I could not cross-section the streets and make an estimate on the improvement of Twentieth street, and I complained to the Board of Public Works. Mr. Mac Master was appointed a committee of one to confer with Mr. Banfield in the matter, and reported at the meeting that he had promised to remove the wood at once. He did not do it, however, and at the next meeting I had to complain of the situation again. Still he did not heed the warning, and I told Lillis that we had fooled with him long enough, and to go and arrest him. He had some trouble the first day, and came back and asked if I thought it necessary to force him to go. I said that we had had enough trouble, and to place him under arrest. The next day he went back and told Banfield that he was under arrest. I think that it is necessary that a fine be imposed upon him, as we will not have any precedent with which to force the others to remove their obstructions if he goes free."

The Civic Improvement Association is also interested in the stand of the police court in these matters, but when seen yesterday none of the officers of the organization would discuss the case in question. "It is now in the court," said Thomas McCusker, "and I do not wish to make any statement regarding it. I do not know anything of the legal aspects of the question. I have talked to Judge Hogue, and I am sure that he is in sympathy with our work, and that he will favor us every way that is right."

Further notices were served yesterday to the Banfield-Veysey Company, and also to the Western Lumber Company. The Banfield-Veysey Company was notified to remove the wood piled along Raleigh street from Front to Fourteenth streets, along Savier from Front to Fourteenth, along Fifteenth from Thurman to Upshur, and along Sixteenth from Thurman to Upshur. The Western Lumber Company was notified to remove wood from along Eighteenth between Upshur and Vaughn, and along Vaughn between Seventeenth and Nineteenth.

Yesterday afternoon the men who were cross-sectioning to estimate on the improvement of Savier, Raleigh and Seventeenth streets quit work and came back to the office, reporting that the streets were so obstructed that they could not continue. It was desired to have the estimates ready to be submitted at the next meeting of the Council, but this delay will make a change in the plans.

STRIKES ARE UNKNOWN.

New Zealand a Country Without Such Labor Difficulties.

PORTLAND, Aug. 28.—(To the Editor.)—In a recent number of the Outlook appears an editorial, under the caption, "A Country Without Strikes," from which we learn that the very contented and thriving inhabitants of New Zealand know nothing, practically, of labor strikes. That island is under the jurisdiction of the Victoria Parliament, which governs a large section of Australia.

In New Zealand, when there arises a disturbance between capital and labor, instead of a strike, which entails enforced idleness upon the laboring classes and consequent destitution, an appeal is taken to the Victoria Parliament, which appoints, according to law, a commission of investigation, whose duty it is to inquire into the causes of the disturbances and act as a board of arbitration to remove the said causes of complaint; to correct abuses on the part of capital and silence all unreasonable demands on the part of labor; and to prescribe conditions during the investigation, which must be complied with under penalties while the investigation is pending.

Testimony is taken on both sides touching the rights and wrongs of both, and when the hearing is closed the commission, acting as a court of law, decides all questions affecting the relations between capital and labor, and any revolt against the decision thus reached is treated as a revolt against the verdict of a jury, and the parties to it are treated as outlaws. Of course, men are at liberty to wor kor not. But if they would work they must silence all their clamor, and if they choose to be idle, they must do nothing to enforce or persuade others to be idle, under pain of fine and imprisonment due all lawbreakers. This is enforced arbitration. In New Zealand the experiment has proved effective to remove all danger of labor strikes, the unmitigated curse to which the combination of capital leads, and through which the laboring poor are brought to destitution and suffering and the consumers of the necessaries of life are made to experience all the suffering of famine.

What we need in this country is a law similar to that of New Zealand, powerful to paralyze all trusts, settle by enforced arbitration all labor strikes and give unrestricted freedom to competition in production. READER.

FINE SCHOOL AT SALEM

Outranks Other Indian Institutions of the Northwest.

WASHINGTON, Aug. 24.—(Special.)—It seems to be the consensus of opinion among officials of the Indian Bureau who visit the Pacific Coast that the school at Salem, Or., far outranks all other Indian schools of the Northwest, and, but for capacity, stands in the class with Carlisle, Haskell and Hampton. One of the bureau chiefs of the Washington office recently visited a number of schools on the Coast, and returned to Washington satisfied at finding the Chemawa institution all that had been claimed for it by its friends. Speaking of it, he said:

"The Salem school is an exceptionally fine one. The plant generally is in good condition, and the new dormitory, which we call our 'Summer hotel,' is not outclassed by any building of its kind in the Indian service. I was unfortunate in visiting Salem when the school was not in session, so gained my opinions principally from the buildings and grounds. Salem certainly has a desirable location for its school, and with a slight rearrangement of buildings, which will be made at an opportune time, the plant will be markedly improved in appearance.

"I was particularly pleased with the hospital at the Salem school. I have visited many Indian hospitals, but never before have I seen one which equals that in attractiveness. The school physician is a lover of flowers, and, by the exercise of good taste and some gardening ability, has encircled the hospital with attractive beds and lawns which must be pleasing to the eye of convalescing patients. The same attractiveness prevails inside the hospital, and from roof to cellar I was unable to find a speck of dust. Cleanliness is the keynote of the physician and nurse in charge.

"There is a fine opportunity to build up a great school at Salem," he continued. "There will be no immediate demand for enlarging the capacity of the school beyond what is now provided for. Plans are now under consideration for the $25,000 brick dormitory authorized at the last session of Congress, and this, with improved heating and lighting facilities, will provide every present requirement. As I said before, it may be necessary, before long, to move some of the smaller buildings, and possibly erect a new hospital building at a point more isolated than the building now used. The present hospital can readily be used for some other purpose. The ideal hospital is located remote from living quarters, so as to be at a safe distance in case infectious disease should break out among the pupils. It may also be decided to ask Congress next Winter to provide a new and modern lavatory, to supplant that now in use, so that modern plumbing may be provided throughout, and replace much that belongs to the past. Aside from these changes, the Salem school really needs nothing beyond the customary repairs made necessary by time and use.

"I made a brief visit at the Umatilla school, also, and am glad to report the plant and grounds in good condition. The pupils had departed before I arrived, but I know from reports received of the excellent work they are doing. Agent Wilkins, in charge of the Umatilla agency, is one of the most active men in our service, and he understands the Indian problem. Too much praise cannot be given Miss Gaither, superintendent of the school at Umatilla. She is very highly regarded in our department, and the results of her labors speak volumes for her ability in her particular field. There is a wonderful evidence of harmony and progress at Umatilla, that I regret to say does not prevail in all Indian schools and reservations.

"But Colville! Of all the sites for Indian schools I ever visited, that is the most beautiful, the most perfect. The location of this institution is unequalled, both as to healthful considerations and scenic beauty. It is one of the spots exceptionally favored by nature. And they have an excellent school there, too. Major Anderson is one of the most deeply interested agents who devotes his time to Indian education and advancement. It is true the buildings, formerly used by the troops at old Fort Spokane, are in need of more or less repair, but beyond an occasional new roof, new floors, and a general fresh painting, all of which could be supplied with $5000 or $10,000, there is nothing lacking. This school, when repaired, will be a credit and honor, not only to those in charge, but to the Indian service as well. There is plenty of ground, ample buildings, and no crowding at Colville. The pupils at that school are certainly to be envied."

Aside from these three schools, this official did not stop in Oregon or Washington, having gone West to visit schools in Southwestern States. He returned by the Northern route, and took advantage of that route to make these three visits, merely to get in touch with the pressing needs at these important schools. The changes suggested by him will no doubt be provided for by Congress at its next session, as they have the approval of the Indian Commissioner.

SANITARIUM CONTRACT LET

E. A. Lynds Will Erect Mount Tabor Building—Price Is $17,000.

E. A. Lynds has secured the contract for the erection of the four-story building for the Portland Sanitarium at Mount Tabor, his bid being $17,000. This does not include the excavation and concrete foundation, both of which were done by day's work before the contract for the building was let. The main building is 120 feet long by 50 feet wide, and there will be two two-story annexes on the rear side.

The contractor has commenced delivering material on the ground. An office has been built near where the building will stand. Several large tents have been put up on the grounds for the accommodation of the workmen. As it is a large structure, a great deal of lumber will be required, all of which will have to be hauled up the steep slope. The intention is to push the work on the sanitarium as rapidly as possible.

Over two acres were purchased for the site, so that there will be room when more buildings are needed. The grounds will be cleared and beautified.

Strange Things in Kentucky.

Winchester Democrat.

General "Hell-Roaring Jake" Smith, who gave the order to kill all the Filipinos over 10 years of age, to burn and destroy until Samar was made a "howling wilderness," and who was tried by court-martial and retired by the President, is a second cousin of "ye editor." The latter is not proud of the relationship, but General Smith is—maybe.

Cynthiana Democrat.

A Newport young widow drank carbolic acid while gazing upon the picture of a young man from Paris. Pictures of Paris boys have frequently broken cameras and stopped clocks, but this is the first instance where one has driven a widow to stew her insides.

Hazel Green Herald.

Weed Garrett, who is now clerking for R. J. McLin in his Devil's Creek store, made Hazel Green a flying visit, arriving Sunday and departing Monday, albeit he had a glimpse of his dulcinodeldebosso.

HELP IN FIGHTING FIRE

NEW EAST SIDE HYDRANTS WILL CONCENTRATE 21 STREAMS.

With These, Large Warehouses Can Be Soon Flooded and Protection Given Large District.

Within a short time the district between Union avenue and the Willamette River and East Market and East Oak streets will be provided with ample fire protection. Through the plans of Chief Campbell in case of fire at any point as high as 21 streams of water from hydrants can be concentrated on any of the large structures.

Fire hydrants are being attached to the 14-inch water main on East Market and East First streets as rapidly as the hydrants are ready. Nearly all have been placed on East Market, and those for East First are being connected. All are of new patterns, from which three streams may be had, and one engine supplied. The barrels are five inches in diameter. The advantage of these hydrants is that many streams may be concentrated.

On any of the large warehouses on East Second and East First, between East Alder and East Yamhill streets, 21 streams may be poured. There will be two hydrants at the intersections on East First and Belmont, East Yamhill and East Morrison, from which 18 streams may be had, and which, with the streams from the hydrant on East Morrison and East Third, will enable the Chief to flood any of these warehouses within a few minutes. There will be an abundance of water to supply them. The hydrants will all be connected within a short time, when the firemen will feel much easier, as they know that they will have ample facilities for fighting fires in this district, where they have led so many forlorn hopes in the past. District Engineer Holden is highly pleased with the facilities for fighting fires in this district. The property-owners are largely indebted to Chief Campbell for his persistent advocacy of the large main that has been laid, and the adoption of the big fire hydrants that are being attached to the main.

TROLLEY LINE CONSTRUCTION.

Contractor Mason Pushing Grading Between Lents and Gresham.

Contractor Mason has put a force of graders at work on the Springwater and Gresham branch of the Oregon Water Power & Railway Company in Powell Valley. One camp has been established on the Cotton farm, about one mile west of Gresham. Arrangements have been made so that farmers who want employment for themselves and teams can find it along this railway. In this way the contractor will probably be able largely to augment his force. There will be several gangs at work at different points along the routes, the object being to get the grading on the low lands completed before the Fall rains set in.

CATCHING BLACK BASS.

Abundant in Columbia Slough—Were Planted in Willamette River.

Black bass are being caught in Columbia Slough and the lakes along the bottoms of the Columbia River in considerable quantities. Andy Powell caught 11 Wednesday, several of which weighed four pounds. Others have been successful in catching bass.

These fish were planted in the Willamette River several years ago, and seem to have thrived. They have been protected by law until this season, and the first are now being taken. They are fine food-fish. They are death on carp and catfish. If they will thin out the carp, there will be no loss. They were turned loose by T. Bingham in the Willamette, and the experiment seems to be a success. The result is that these waters seem to have been stocked with an excellent food-fish.

Rough Fishing Trip.

J. F. Matthews and Wesley Stearns, the former collector for the Pacific States Telephone Company, and the latter connected with the City & Suburban Railway Company, have just returned from a fishing trip to Gray's River. It was necessary for them to carry their camping outfit on their shoulders a long distance. While on the way up the hills and through the brush, they met a horse with a long rope fastened to his neck. It was a great find, and they at once caught the horse and transferred their pack from their shoulders to the horse. They had gone a mile, when they met a man, who asked them pointedly where they got that horse, and what they intended to do with him, as the animal was his property. Stearns and Matthews were startled, but explained that they were taking the horse back to the logging camp up the mountain. The man remarked that he would save them the trouble, whereupon they removed the packs, only too glad to get out of the scrape so easily, and without being charged with horse-stealing. They proceeded on their way, and were gone four days, returning with 275 fine speckled beauties.

Portland Boy in Manila.

Joseph Deburgh, son of C. R. Deburgh, occupies a responsible position with the Pacific Oriental Shipping Company, at Manila. This is an English company, and Mr. Deburg has been connected with it for some time. He is a Portland boy. He went to Manila some time ago, and will make his home there.

Overhauling Cruiser.

The steamer Cruiser, for the Simpson Transportation Company, has been taken out on the ways at Supple's boatyard for general overhauling. This craft has a very rusty appearance, but, after having been repaired and repainted, will look like another craft.

Ship Timber Scarce.

Louis Paquet, who is building a steamer for a transportation company at Needles, Ariz., is having trouble to get the lumber. He is compelled to get some from Molalla and elsewhere. He hopes, however, to ship the boat knocked down in about 16 days to Needles, where it will be put together.

East Side Notes.

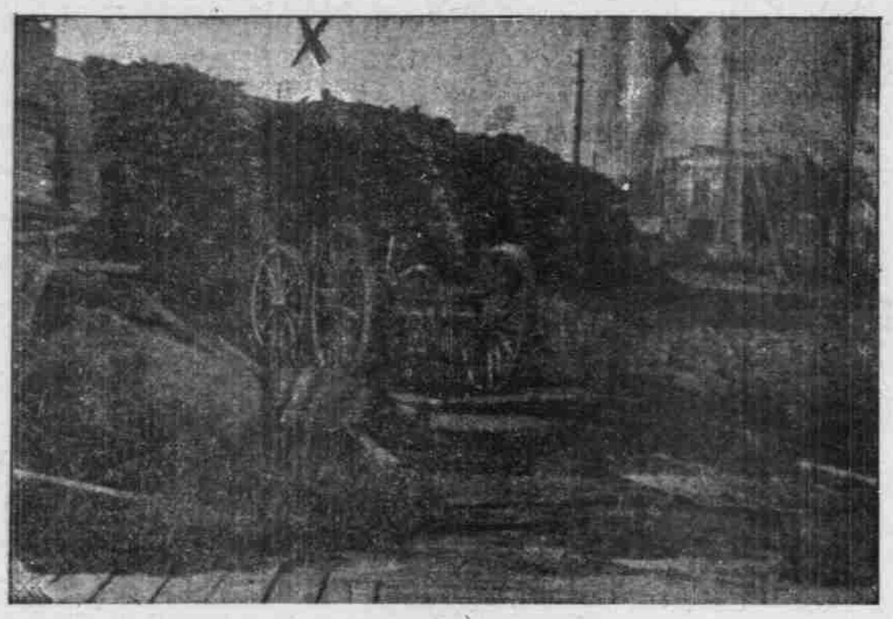
G. W. Gay and family, of Mount Tabor, have returned from their stay at the seaside.

Mrs. Stephen DeLacey, of Tacoma, is visiting at the home of her sister, Mrs. C. R. Deburg, on the East Side.

John H. Everest, who has been furnishing music at Long Beach through the season, with several members of his orchestra, has returned.

Mrs. C. W. Durrette, widow of Professor Durrette, is visiting friends at Woodstock. Her husband was formerly principal of the Woodstock schools.

WOOD PILE THAT BLOCKADES EIGHTEENTH STREET



PROPERTY OF WESTERN LUMBER COMPANY.

WOOD PILE ON SHERLOCK AVENUE.

WHICH THE BANFIELD-VEYSEY FUEL COMPANY WAS YESTERDAY ORDERED TO REMOVE.

AROUND TOWN ON A CAR

HOW TOURISTS SEE PORTLAND, AND WHAT THEY SAY.

Man With Megaphone Gives Valuable Information—Deep River and High Mountains.

At 2 o'clock yesterday afternoon the regular observation car of the City & Suburban Railway left Third and Morrison streets. The conductor was in the rear with his megaphone, and every seat was filled with sightseers. As the car started down Morrison street for the bridge, the people leaned back in their places and began to chatter volubly. Being all fresh from a transcontinental trip, they did not wait for introductions, but quickly made acquaintance in the free-and-easy manner of veteran travelers.

As the car rumbled up the bridge approach, the man with the megaphone thundered: "This river, I will state, is the Willamette, not the Columbia. It is pronounced with the accent on the middle syllable. Only Eastern people say it the other way." He illustrated "the other" way. There was an audible sniff from several, but any expression of resentment was drowned in the next roar from the megaphone:

"I will state right here that the depth of the river here is from 25 to 50 feet."

Two or three ladies who sat on the outside seat peeked fearfully over and shivered. The rest craned their necks and stared up and down the stream with some wonder. The long line of river craft especially attracted attention, and it was just in time to stop questions that the conductor asked every one to have his fare ready. While the fares were being taken up, the car crossed the bridge and started up the incline of East Morrison street. Once across Grand avenue, there were no more stops, and the megaphone had full sway. Not an object of interest was missed, and before very long people began to ask directions and get the lay of the city in their heads. From the upper end of Belmont the fine view made all twist around to see the city below, and this gave rise to sundry jokes, which woke up the sleepy ones. From the top of the hill all looked out over the valley beyond. The conductor announced that the south side of Mount Scott was devoted to strawberries. Some one suggested that watermelons were better than strawberries.

"They do grow melons here," announced the conductor, "and the strawberry farmers have a great rivalry with the melon-growers, to see which can grow the biggest vegetable. The prize still goes to the berries," he concluded judicially.

Several of the tourists looked somewhat incredulous and mystified. Their attention was speedily diverted to Mount Hood. One old lady heard the name Hood, and instantly turned around to get at her notebook, which was in her pocket. In this effort she turned completely about and straightened up faced St. Helens. The latter mountain was scrutinized for a moment, and then, after entering a voluminous note, she sighed, "So that's your Mount Hood, is it?"

"No, madam, that is Helens; this over here is Hood."

"But you just said this was Hood."

"No, madam, this over here is Mount Hood, 60 miles in a direct line."

The lady with the notebook seemed very doubtful as to the conductor's veracity, and took notes on her own hook thereafter.

The return from Mount Tabor was quickly made, and the car started out for Fulton Park. One man who had made the trip years ago frightened his wife nearly to death with tales of the airy trestles she was to cross. The conductor came to the rescue, and reassured her by saying: "I will state right here that Portland has progressed very rapidly in the past few years. Those high trestles are now abandoned, and the track runs evenly along on the level."

"We might be killed on a trestle," remarked the woman, reproachfully, to her husband.

"I will state right here," bellowed the megaphone, "that the finest cemetery in the world is located at the end of this line."

When she heard this, the timid woman collapsed.

But no suggestions could mar the enjoyment of the scene spread before them from Riverview Cemetery, and when the people returned they were enthusiastic.

"It's so much nicer than that place where the Chinamen bury," said one. "Anyway, if one's got to be dead, they better be dead in a nice place."

The car came back into the city by way of Second street, through Chinatown. The joss-house, the theater and the shops excited a good deal of remark, though one woman, who was continually talking of her visit at "Del Monico's," on the California Coast, opined that it couldn't be so dangerous as the San Francisco Chinese quarter. To this there was thankful assent.

The next trip was across the steel bridge to Irvington and back up Glisan, through the "Nob Hill" district. This was enlivened by many comparisons with Eastern residence districts, much in Portland's favor: "If only they had decent streets here." In fact, wooden sidewalks and unpaved, unsprinkled streets seemed to astonish all on the car. "Everything else is all right," said one man, who was spokesman for a party, "but these things are a disgrace. They would disgrace any city on the Coast, let alone Portland."

The discussion of this point waxed rather warm, when it was settled by a portly man, who said, solemnly: "It's because they don't have enough funerals here."

The answer to the riddle threw a temporary gloom over the assemblage till another man made the deduction that that meant a very low death rate.

Three hours after the observation car left Third and Morrison streets, it was speeding back with a tired-out, but satisfied crowd. "One gets a good deal more than one's money's worth," said a young woman, wearily; "but I'm mighty glad I took it."

Mr. Morris, in charge of these trips, said it was now on the regular itinerary of most parties coming through Portland, and it meant at least one day more in the city for each tourist. Yesterday three well-filled cars made the trip in the afternoon.

WHY NOT A DEFINITE PLAN?

If City Is to Be Beautified, Go at It Systematically.

"What Portland needs above all else," said a citizen yesterday, "is a well-conceived plan of municipal improvement. Does the Lewis and Clark Civic Improvement Association have such a plan? No. Does any commercial organization? No. Does anybody? No.

"Before we begin to work toward the beautifying of our city, we must know how and where we are going to begin first. At present we are all at sea. Somebody suggests this, and somebody else suggests that. We all know we ought to get a move on, but we don't know how.

"Streets, boulevards and parks should be improved according to a recognized system. We waste money by throwing a dollar here and there and elsewhere without it. Our pavements now are of the most flimsy and temporary character. They are merely crazy-quilts of holes and patches.

"Down in San Francisco and Berkeley they have adopted scientific and systematic plans for civic improvements. The men who made these plans submitted them in competition and were rewarded with money, just as is done in Portland when a great public work like a dry-dock is undertaken."

"I've got something to say, too," spoke up Charles K. Henry: "This observation-car business may be a good thing and profitable for the street-car company, but I can cite one case in which it did more harm than good. Listen:

"The other day a man who used to be a well-known citizen of Portland, but who now resides in Los Angeles, took a ride on the car. The car went south to Riverview cemetery. He said he had never realized that part of the city looked so shabby. Then the car went along the teetery track on Second street, down through a part of town which is manifestly not an attractive one to visitors. The route then was over the Steel bridge. This, the man said, was an improvement. The car went out by Upper Albina and back by Lower Albina. He was highly disappointed after the ride and frankly confessed it. I am telling this as I got it, and have underdrawn rather than overdrawn it.

"The fact is, we haven't good enough streets to show off. They are a disgrace to the city. I took a stranger out Washington street. I explained the wretched thoroughfares of the city by saying that improvements had been blocked by defective legislation, but that they would soon be under way. But this excuse wouldn't go when we reached the City Park. The entrance to the park gave it away.

"This is plain talk, but the occasion requires it."

DAILY CITY STATISTICS.

Marriage Licenses.

Robert L. Robertson, 31; Cora Freeman, 19.

Deaths.

August 28, John Wasco, 1 month, St. Agnew Home; hydrocephalus.

Births.

August 24, to wife of Fred Keller, Woodlawn, girl.

August 22, to wife of Eugene Lounsbury, 544 Overton, boy.

August 21, to wife of William Hellman, 1 East Twenty-second, boy.

Building Permits.

August 28, Maria Pederson, Clackamas, between Benton and Ross, two-story dwelling; $1250.

Bicycle Book Co., Third, between Flanders and Glisan, alteration; $25.

F. Warren, East Taylor, between East Thirty-fifth and East Thirty-sixth, addition; $450.

W. F. Edwards, northeast corner Thirteenth and Salmon, repairs; $1700.

Sidewalk Permits.

No. 748, N. Nicum, Umatilla avenue, between Seventeenth and Nineteenth, 150 feet cement.

No. 749, Holz Krouse, Tacoma avenue, between Fifteenth and Seventeenth, 100 feet cement.

No. 750, Holz Krouse, Umatilla avenue, between Fifteenth and Seventeenth, 100 feet cement.

No. 751, M. Zimmerman, East Twenty-second and Burnside, 212 feet cement.

No. 752, Lina Meyers, Northrup, between Fourteenth and Fifteenth, permit to repair wood walk.

No. 1259, E. J. Glasson, Twelfth, between Irving and Johnson, permit to repair wood walk.

No. 1260, Mrs. Rebe, Fifteenth and Lovejoy, 162 feet cement.

Total, 724 feet cement.

Obstruction Notices.

No. 20, Banfield-Veysey Fuel Co., notified to remove wood and other obstructions from Raleigh street, between Front and Fourteenth; from Savier street, between Front and Fourteenth; from Fifteenth street, between Thurman and Upshur, and from Sixteenth street.

No. 21, Western Lumber Company, notified to remove wood and lumber from Eighteenth street, between Upshur and Vaughn, and from Vaughn street, between Seventeenth and Nineteenth.

Real Estate Transfers.

Alice M. Clark and husband to W. M. Ladd, lots 11, 12, block 3, Burrage Tract	$ 1
C. H. Hill and wife to Augusta B. Leader, lot 12, block 28, Albina Homestead	325
D. A. Paine to Silas Dickson, lot 7, Fruitvale; also lots 4, 5, block 203, East Portland	2850
Richard Derby and wife to H. C. Lee, lot 2, block 288, Holladay's Add	450
Portland Trust Co. to A. J. Hagen, lot 15, block 12, Williams-Ave. Add	635
W. M. Gregory and wife to L. H. Addition, lots 12, 13, block 1, Lents	100
W. E. Lewis and wife to W. M. Gregory, lots 12, 13, block 1, same	1
Wm. Reidt and wife to Jennie De Marast, lots 3, 4, block 2, Home Add	850
W. A. Stone to W. N. West, lots 4, 5, block 2, Barrett's Add	250
C. Shirek to W. F. Cordes, block 9, Pasadena Add., and NW ¼ block 95, Carter's Add., being lots 7, 8	10
Sheriff, for C. A. Holbrook et al., to M. G. A. Du Buisse, 66 2-3x33 1-3 ft. in block 288, Lane's Add	1080
P. H. Marlay to Frank Villa, Sr., lots 1, 2, 3, 4, block 2, Henry's Add	1
University Land Co. to Leslie C. Burke, lots 21, 22, block 128, University Park	100
S. P. Wheeler and wife to C. Barringer, lot 10, block 15, Mt. Tabor Villa	1
M. R. and M. B. Coelho to G. W. Jackson, lot 10, block 15, Mt. Tabor Villa	1000
Geo. W. Brown to M. M. Tolain, lots 1, 2, block 22, Woodmere	1000
Ger. Sav. & Loan Soc. to A. Sheedy, 300 acres in NE corner J. G. Tomlinson D. L. C., sec. 20, T. 2 N., R. 1 W	7000
Kate A. Fox and husband to E. R. Oakes, lot 5, block 1, Williams-Ave. Add	2400
J. V. and P. H. Marlay to Geo. C. Sears, S. 33 1-3 ft. of W. 2-3 lot 2, block 288, Lane's Add	1
Linzey S. Johnson and wife to Mary A. McDowell, NE ¼ of NE ¼ of SW ¼ sec. 22, T. 1 S., R. 2 E	400
Michael J. McGrath and wife to B. T. Huizda, 106 5-100x40x106x50, Fourth and Meade streets	900
Nancy Caples to City & Sub. Ry. Co., right of way 30 ft. through Wm. Caples D. L. C	400

For Guaranteed Titles.

See Pacific Coast Abstract, Guaranty & Trust Co., A. B. Manley, secretary; W. Y. Masters, attorney, 204-5-6-7 Failing bldg.

Tongue Reading.

London Globe.

Linguistology is the most recent craze in Paris. If one prefers to call it glossomancy, well and good. Under either name it means tongue reading, and it threatens to compete with palmistry. A big tongue, it seems, indicates frankness; a short tongue, dissimulation; a long and broad tongue, garrulity and generosity; a narrow tongue, concentration and talent; a short, broad tongue, garrulity and untruth. The man with a very short and narrow tongue is a liar of true artistic merit.

Pains in the back and kidney and liver troubles are cured by Hood's Sarsaparilla.

NOW UP TO THE MINERS

IF THEY PUT UP $10,000, PORTLAND WILL RUN NOME STEAMER.

Agent J. P. Rudd Is Expected to Arrive in September to Fulfill the Agreement.

Whether or not Portland will secure a steamship for the Nome miners who desire to return from the north this Fall by way of this city depends upon the miners themselves. Portland has already done its part in carrying out the agreement entered into with the representative of the miners who was here several weeks ago.

By that agreement the Alaska Miners' Association, of Nome, was to put up $10,000 for the charter of the vessel, and on this assurance Portland was to secure the steamship. But the representative of the miners, J. P. Rudd, did not have the money in hand, and was to return to Nome to get it. While he was gone Portland was to look around for a vessel and have one engaged when the money was ready. Mr. Rudd said that the money would be put up in a very short time, and that Portland might safely advance it. Owing to the apprehension that he might not be able to get the money, the citizens here have been waiting for substantial evidence that they would not be out of pocket. This substantial evidence has not come yet, but there is good reason to believe that the project will succeed. Newspaper reports from Nome are to the effect that the miners are thoroughly in earnest, that they have put up the agreed $10,000, and that Portland will see the money in as short a time as possible.

Mr. Rudd wrote a letter which was received several days ago by the Board of Trade of this city, saying that he would start for Portland in 10 days. He should therefore be on the voyage southward now, and should reach this city before September 10. Mr. Rudd said also that there was no doubt about his ability to fill one vessel, for he could fill two as well as one.

The organization in Portland which has been negotiating for a vessel is the newly created Portland & Alaska Steamship Company. J. M. Moore, secretary of the company, has wired to the owners of the steamship Indiana, at Seattle, that his company has accepted the vessel. Meanwhile, he has to wait for the arrival of Mr. Rudd and the $10,000.

STILL WORK FOR MR. FAY

Friends and Attorneys Are Still Active in His Behalf.

Blair T. Scott, general manager of the Washington Life Insurance Company in Portland, is putting forth every possible effort to make certain the release of Charles L. Fay, his cashier, who was arrested and taken out of the state last Saturday night. Mr. Scott yesterday telegraphed Governor Geer, asking him to wire the Governor of North Dakota, requesting his intercession with the court at Mandan in Mr. Fay's behalf. Governor Geer will also be asked to advise the Governor of Wisconsin of the facts that have developed here regarding Mr. Fay, and to ask him to revoke his requisition for Fay's rendition, upon the ground that the requisition was obtained through a misrepresentation.

F. W. Mulkey, who is working upon the Fay case at Portland, has found a precedent which he thinks will warrant the Governor of North Dakota in taking the action suggested, though the state executives seldom make requests of the courts. It is more probable that the Governor of Wisconsin will ascertain the facts, and if he finds that a wrong has been done, will recall his requisition. Every effort will be made to prevent Fay from being taken to Wisconsin, for it is deemed an exceedingly dangerous precedent to permit officers to take a man from his own state to another to be tried. Mr. Fay's friends are willing that he should be tried here, if any one has a charge against him, but they will resist to the utmost any attempt to force him to trial in another jurisdiction.

Telegrams received yesterday contained the information that Mr. Fay is well, but nothing was said regarding the habeas corpus proceedings which have been commenced at Mandan.

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.

A little medicine of the right kind, taken at the right time, is invaluable. That means Carter's Little Liver Pills, and take them now.

Sore Hands

Red Rough Hands Itching Palms and Painful Finger Ends.

ONE NIGHT CURE.

SOAK the hands on retiring in a strong, hot, creamy lather of CUTICURA SOAP. Dry, and anoint freely with CUTICURA OINTMENT, the great skin cure and purest of emollients. Wear, during the night, old, loose kid gloves, with the finger ends cut off and air holes cut in the palms. For red, rough, chapped hands, dry, fissured, itching, feverish palms, with shapeless nails and painful finger ends, this treatment is simply wonderful.

Millions of People

USE CUTICURA SOAP, assisted by CUTICURA OINTMENT, for preserving, purifying, and beautifying the skin, for cleansing the scalp of crusts, scales, and dandruff, and the stopping of falling hair, for softening, whitening, and soothing red, rough, and sore hands, for baby rashes, itchings, and irritations, and for all the purposes of the toilet, bath, and nursery. Millions of Women use CUTICURA SOAP in the form of baths for annoying inflammations, chafings, and excoriations, or too free or offensive perspiration, in the form of washes for ulcerative weaknesses, and for many sanative, antiseptic purposes which readily suggest themselves to women.

COMPLETE HUMOUR CURE, $1.

Consisting of CUTICURA SOAP (25c.), to cleanse the crusts and scales, and soften the thickened cuticle; CUTICURA OINTMENT, (50c.), to instantly allay itching, inflammation, and irritation, and soothe and heal; CUTICURA RESOLVENT PILLS (25c.), the new chocolate coated substitute for liquid Resolvent, to cool and cleanse the blood. A SINGLE SET is often sufficient to cure the severest case, especially of baby humours.

Sold throughout the world. British Depots: 27-28, Charterhouse Sq., London. French Depot: 5 Rue de la Paix, Paris. POTTER DRUG AND CHEM. CORP., Props.