

BIDART IS FIXED FOR CARGO OF GRAIN NEXT FALL

French Bark Reported Taken by Hind, Rolph & Co. for Cargo of Cement From Antwerp and Grain Out.

It was reported yesterday that the French bark Bidart, 1916 tons net, Captain Laine, has been fixed by Hind, Rolph & Co. for a cargo of cement from Antwerp to Portland.

This is the first vessel taken for the transportation of grain next season, and she will be here about October for loading.

Although there are several steamers and windjammers on the way with or loading cargoes of general freight for this port, the Bidart is the first one to be taken for next season's grain carrying.

Lumber chartering has been rather active during the past two weeks, the last one announced for loading at this port being the British steamer Strathblane and the Norwegian steamer Tordenskjold.

The next lumber cargo to leave will be that of the British steamer Falls of Orchy, which finished loading at the Eastern & Western mills yesterday.

She will clear Monday, and will take out about 3,700,000 feet to Chinese ports.

HAS LARGE BONDED CARGO.

Falcon Arrives From Bay City with European Freight.

Carrying a larger cargo of European freight than she has had for several trips, the American-Hawaiian steamer Falcon, Captain Schaght, arrived at Albers dock, No. 3, last night from San Francisco.

It is said that the reason that she has so much more bonded freight than is usual at this time of the year, is because of the change in the schedule, which causes her to miss a part of the last cargo coming across the isthmus of Tehuantepec, when she made her last trip up to this port.

She brought about 650 tons of general freight from New York and 100 tons of bonded freight. This is composed principally of granite, hardware, carriages and other miscellaneous freight from Europe, and a large amount of coal from Mexico.

When she sails again next Tuesday for San Francisco, the Falcon will have as a part of her cargo 63 tons of tallow and some flour for the Hawaiian islands.

MACKINAW LAID UP.

Steamer Here Recently Will Tie Up at Eagle Harbor.

The steamer Mackinaw, which has been on the Portland-San Francisco run for the North Pacific Steamship company, arrived at Seattle last Wednesday from Portland and was released by that company. She will be laid up at Eagle Harbor.

SAILS FOR SAN FRANCISCO.

Breakwater Takes Passengers on Last Trip for Two Months.

Marshallfield, Or., Feb. 12.—The steamer Breakwater left here yesterday for San Francisco, where she will be repaired and will be out of commission for two months. She carries passengers to San Francisco on her last trip.

MARINE NOTES.

Astoria, Feb. 12.—Condition at the mouth of the river at 5 p. m. moderate; wind southeast, 18 miles; weather rain.

Astoria, Feb. 12.—Arrived down during the night steamer Northland, sailed at 5 a. m. steamer F. S. Loop for San Francisco, and steamer Golden Gate for Tillamook; arrived at 7:15 and left up at 9:30 a. m. steamer Falcon from San Francisco; sailed at 10:30 a. m. steamer River City for San Francisco; sailed at 11 a. m. steamer George W. Fenwick for San Pedro; arrived at 4:30 and left up at 5:20 p. m. steamer George W. Elder from San Pedro and way ports.

San Francisco, Feb. 12.—Arrived at 10 a. m. steamer Coaster from Columbia river; sailed at 5 p. m. Norwegian steamer Hercules for Portland; at 7 p. m. steamer Olympic for Portland; at 12 noon steamer Kansas City for Portland; arrived at 1 p. m. steamer Roanoke from Portland.

Arrived town, Feb. 12.—Arrived British ship Glenholm from Portland; sailed yesterday German ship Hebe from Portland for Birkenhead.

ALONG THE WATERFRONT.

Carrying 20,500 barrels of oil, the Standard Oil company's tank steamer Anson, Captain Canty, arrived yesterday at Portsmouth from San Francisco.

The steam schooner Bowdoin, which is loading lumber at the Inman-Poulsen mills, will be due to sail Tuesday for San Francisco.

With a cargo of about 850,000 feet of lumber, the steam schooner Northland arrived down the river yesterday on her way to San Francisco.

Carrying passengers and freight, the steamer George W. Elder was due to arrive at Martin's dock this morning from San Pedro and way ports.

The gas schooner Oshkosh, Captain Lathan, will be due to arrive up today from Tillamook. She will take on a full cargo for the latter place and will probably get away Monday night.

Carrying 375 tons of freight and about 45 passengers, the steamer Alliance, Captain Parsons, sailed last night for Coos Bay.

The Associated Oil company's tank steamer W. S. Porter arrived at Linn-ton yesterday with about 40,000 barrels of oil from San Francisco. The tanker Catalina, belonging to the same company, will be due to arrive this morning with about 15,000 barrels of oil.

The steam schooner Nome City will move from the mills at St. Johns to Prescott this morning, where she will

The steamer Ramona, which will be due to arrive today from Coos Bay. She has been chartered to run in the place of the steamer Breakwater, while the latter is undergoing repairs at San Francisco. She made her initial trip to Coos Bay last Wednesday, carrying passengers and freight.

finish loading lumber for San Pedro. She will sail about Tuesday. Visitors were allowed on board the revenue cutter Manning, Captain Carden, yesterday afternoon from 1 to 5 o'clock. They will be allowed aboard again this afternoon during the same hours. A number of launches and other small craft will run out to her carrying passengers.

Notice to Mariners.

Commander J. M. Ellicott, Lighthouse Inspector for the Thirtieth Lighthouse district, reports the following, which affects the aids to navigation in the district:

Guano Rock buoy, Fearless Rock buoy and Flagon Point buoy, Coos Bay, which were second class buoys, were replaced February 4 by first class buoys. At the entrance to the Columbia river the Clatsop split jetty buoy "Jetty," a first class buoy, was replaced, February 8, by approximately the same bearings as formerly. The buoy is about 1000 feet off the submerged end of the jetty and in line with it. Beacon 1 Light, Columbia river, structure carried away and light temporarily discontinued. The light will be relighted as soon as practicable.

MARINE INTELLIGENCE.

Regular Liners Due to Arrive. Ramona, Coos Bay, Feb. 13. Kansas City, San Francisco, Feb. 14. Alliance, Coos Bay, Feb. 15. Roanoke, San Pedro, Feb. 19. Rose City, San Francisco, Feb. 21. Santa Clara, San Francisco, Feb. 23. Regular Liners Due to Depart. George W. Elder, San Pedro, Feb. 15. Alliance, Coos Bay, Feb. 15. Ramona, Coos Bay, Feb. 15. Kansas City, San Francisco, Feb. 19. Roanoke, San Pedro, Feb. 23. Rose City, San Francisco, Feb. 25. Santa Clara, San Francisco, Feb. 27.

Regular Liners Due to Depart. North Pacific Steamship Co. Virginia, Am. sch., Prescott. Berlin, Am. sch., Goble. Henry, Am. sch., Antwerp. W. F. Jewett, Am. sch., St. Helena. St. Nicholas, Am. sch., Astoria. Ketchikan, Am. sch., Astoria. Lagoon, Am. sch., Inman-Poulsen. Pottaloch, Br. sch., N. Pac. E. Co. Coaster, Am. sch., Tongue Point. River Clyde, Br. sch., Port. L. Co. Henrik, Nor. sch., Alaska. F. S. Loop, Am. sch., Standard Box. Falls of Orchy, Br. sch., E. & W. L. Co. Roanoke, Am. sch., San Francisco. Altair, Br. sch., Jefferson St. Broadloch, Br. bk., St. Johns. Donnan, Am. sch., San Francisco. Belmont, Br. bk., Astoria. Ernest, Legouve, Fr. bk., Columbia No. 1. Leyland, Brog, Br. sch., St. Johns. Arctic Stream, Br. sch., Tyne. Bayard, Fr. bk., Glasgow. Claverdon, Br. sch., Hamburg. Thiers, Fr. sch., Antwerp. Notre Dame, d'Arville, Fr. bk., Antwerp. Hattie, Nor. sch., Antwerp. Crillon, Fr. sch., Antwerp. Argus, Ger. sch., Antwerp. Hermann, Am. sch., Antwerp. Miscellaneous Tonnage to Arrive. Ep. Nor. sch., Nanaimo. Glenaville, Fr. sch., Comox. Eryla, Nor. sch., Yokohama. Lagoon, Am. sch., San Francisco. Irene, Am. sch., San Pedro. W. B. Flint, Am. bark., Seattle. Casco, Am. sch., San Francisco. Geo. W. Fenwick, Am. sch., San Francisco. Olympia, Am. sch., San Francisco. Yosemite, Am. sch., San Francisco. Oil Carriers En Route. Atlas, Am. sch., San Francisco. Catalina, Am. sch., San Francisco. Argyle, Am. sch., San Francisco.

WHIPPED CHINAMAN AND IS FINED \$10

Juvenile Judge E. C. Bronaugh has established a precedent and has at the same time introduced just a bit of police court practice in juvenile court by fining Cliff Miller, a 15-year-old boy, \$10 for assault and battery on January 29, whipped a Chinaman.

Miller and John Carlson, a 15-year-old chap of short and pudgy construction, went to an early performance at a moving picture show on Sixth street on the night of January 29. When they seated themselves Carlson, the smaller of the two, a Chinaman, with a queue dangling over the back of the seat in front of them, Carlson's first impulse was to pull the braid and he did. The Chinaman made threatening motions with his unmanicured fingers. Then Miller, who is tall and husky of build, took a hand in the fray and beat the oriental into an almost insensible state. S. B. Page swore to the complaint against Miller, who was remanded to the juvenile court by Municipal Judge Bennett on 240 bail. Carlson was put on probation.

Oregon Churchman Out.

The February number of the Oregon Churchman, a magazine devoted to the interests of the Episcopal church in this state, is out in very attractive form and containing several items of live topics. It contains 32 pages and never. The Bishop's page is devoted to an appeal by the Right Rev. Charles Scadding, Bishop of Oregon, to the people to heed the church's solemn Lenten call to prayer and self-denial.

Washington Mill Co., of Port Townsend, Idle Since 1907, to Start in March.

(By the International News Service.) Port Townsend, Wash., Feb. 12.—Announcement is authorized that after being idle since October, 1907, the plant of the Washington Mill company, one of the largest sawmills on Puget sound, and located at Hadlock on Port Townsend bay, will resume operations March 1. For an indefinite period of time, the mill, which has been idle since October, 1907, the plant of the Washington Mill company, one of the largest sawmills on Puget sound, and located at Hadlock on Port Townsend bay, will resume operations March 1. For an indefinite period of time, the mill, which has been idle since October, 1907, the plant of the Washington Mill company, one of the largest sawmills on Puget sound, and located at Hadlock on Port Townsend bay, will resume operations March 1.

One error not damaging. Certainly it was not promised that the rates on luxuries should be reduced. The revenue was falling off, there was a deficit projected, and it was essential that the revenue should be increased. The one essential defect in the compliance with the promise of the platform was the failure to reduce woolens. Does that defect so color the action of the Republican party as to make it a breach of faith to lead to its condemnation? I do not think so.

Publishers and Print Paper. The reduction on print paper was from 8 to 3 1/2, or about 57 per cent. There was real difference of opinion on the question of fact whether the new duty correctly measured the difference in the cost of production of print paper abroad and print paper here. It affected the counting rooms of the newspapers of the country and invited the attention of the newspaper proprietors, who had associated themselves together, like other interests, for the procuring of a reduction of the tariff. The failure to make a larger reduction showed itself clearly in the editorial comments in a great number of newspapers, whatever their party predilection.

The amount of misrepresentation to which the tariff bill in its effect as a downward revision bill was subjected, has been covered in this country, and it will doubtless take the actual operation of the tariff bill several years to show to the country exactly what the legislation and its effect are. Payne and Dingley Acts Compared. The bureau of statistics is authority for the statement that during the first six months of the operation of the Payne law, the average rate of duty paid on all dutiable imports was 21.09 per cent ad valorem. The average rate of duty paid on all imports for the same six months for the four preceding years under the law was 24.93. This would indicate that the Payne law has reduced the average rate of duty paid on the goods, or that the reduction below the previous tariff rates is 12 per cent.

But that is not all. Under the Payne law 51.8 per cent of the gross imports for the last six months have been entered free, while under the four years preceding the Payne law the percentage of free imports was 45.46 per cent of the total imports; so there was not only a reduction of duties on dutiable imports of about 12 per cent, but also an enlargement of about the same percentage of the free list. Payne Act Brings More Revenue. For the production of revenue the Payne law is an improvement on the law of Dingley. During the six months that the Payne law was in force, from August 5 to the night of February 5, the customs receipts amounted to \$165,022,556.54. Under the Dingley tariff the semi-annual average was \$150,565,411.54. This is 25 per cent more than the average under the Dingley tariff.

Of course as the country increases in population the customs receipts increase, but even considering the population, the increase in the tariff receipts has been marked. For the six months that the Payne law has been in force the total receipts from customs and internal revenue have been \$322,752,283.08, showing an excess of revenue over disbursements of about \$8,884,051.17, with no collection as yet from the corporation tax. For the corresponding period last year the deficit exceeded the receipts by over \$40,000,000.

I therefore venture to repeat that the present customs law is the best customs law that has ever been passed. Payne Law's Reciprocal Features. The act has furnished to the executive the power to affix the maximum and minimum clauses in order to prevent undue discrimination on the part of the tariff-making authorities in favor of one country over another, and to give additional concessions in respect to importations on our foreign trade. The act has done justice to the Philippines Islands by giving them free trade with the United States.

The Republican platform also contained a clause favoring the establishment of a postal savings bank system. Postal Savings Bank. A bill has been introduced to establish a postal savings bank. The great difficulty in the bills seems to have been to secure a proper provision for the management and investment of the money deposited with the postoffice department, with its 60,000 postoffices and 40,000 money order offices, offers an economical and far reaching machine for the purpose.

The low interest offered, that of 2 per cent, prevents such postal savings banks from competing with regular savings banks, whose rate of interest always is in excess of 2 per cent. Undesirable Amendments. In the present stage of the senate bill there have been inserted amendments drawn apparently for the purpose of having money deposited in government postoffices, distributed in the banks, state and national, and so forth. It is impossible for the trustees of the funds to withdraw the money for investment in any other form. I regard such an amendment as likely to defeat the law.

As to the Labor Injunction. A bill to carry out exactly the platform promises with reference to the issuance of injunctions in labor disputes, has been introduced in both the senate and house. It will doubtless come up for consideration and passage. The bill does not go so far as Mr. Gompers and the Federation of Labor desire, but it is so drawn as to make an abuse of the issuance of injunction without notice very improbable. Conservation; Waterways. The platform also promised attached to Arizona and New Mexico and the bill providing such statehood has passed the house and has been favorably considered by the senate committee. Conservation; Waterways. The Republican platform indorsed the movement for the conservation of natural resources, the reclamation of

MASS SUTTON BEATS HAZEL HOTCHKISS Takes First and Third Set—McLoughlin Defends His Title in Singles.

San Diego, Cal., Feb. 12.—Maurois McLoughlin, the sturdy tennis player, successfully defended his title in the Coronado cup for the men's singles this morning by defeating Tom Bundy three sets out of five at Coronado courts. A crowd witnessed the match and applauded the work of both players vigorously. Bundy got the third set, but McLoughlin came back strong in the next, not allowing his opponent a single game and outclassing him completely at all points. The score: 10-8, 6-2, 4-6, 6-9. May Sutton and Miss Hotchkiss began their match immediately after Bundy and McLoughlin left the courts. Miss Sutton was victorious in a close match, replying with sensational plays. She defeated Miss Hotchkiss two sets of the three played. Miss Sutton took an early lead and won the first set 5-3. Miss Hotchkiss won the second set 3-2, getting most of her points by clever returns from the net. The final set was won by Miss Sutton 6-4. A large crowd witnessed the play.

The German-American bank. Up to the time the contract was made with the German-American, whereby all assets and liabilities of the wrecked institution were taken over, the receiver had liquidated about \$1,250,000, or about two thirds of the total, and had laid the foundations for other settlements made later by the German-American. After the making of the contract with the German-American the sum was further reduced to the \$100,000 represented in the obligation assumed by Mr. Willis. After that, the German-American proceeded in its own way and supervision was exercised only in a general way by the receiver.

Large Claims Settled. Several of the large claims were settled, and the bank also paid all those whose accounts were \$75 and under. The approval of the court was no longer necessary as to the transactions, except that the court held the bank responsible for the payment of the total on February 11. The Oregon Trust & Savings bank closed its doors on August 18, 1907. It carried an unusually large percentage of small deposits, and its fall, followed as it was by the crash of the Title Guaranty & Trust company, the following October, resulted in the abandonment of bank holidays and general distrust known as the panic of 1907. In a short time Devlin was appointed as receiver, and in January, 1908, the contract with the German-American was signed.

At that time a long period of liquidation, in which many of the depositors accepted Home telephone bonds for their claims. Some of these have proved a fair investment, but the Omaha company bonds have not paid interest and are still at low ebb. The only pathetic note amid yesterday's rejoicing came from holders of the telephone bonds, some of whom, misunderstanding the fact that their claims were settled when they accepted the bonds, brought the bonds to the bank and were disappointed when told that these bonds are no obligation of the Oregon Trust.

Final settlement of the Oregon Trust and the disappearance of the ghost of the wrecked bank from the financial horizon does not affect the civil and criminal suits brought against the old officers and directors of the bank. The old suits are still on file, and the effort is being made to obtain judgment against the bank for over \$500,000 alleged to have been squandered or lost through mismanagement. In the criminal cases, Walter H. Moore, Henry A. Moore, W. Cooper Morris, E. E. Lytle and Lee Friele are being prosecuted on several indictments, the most of which deal with the alleged receiving of deposits after the bank became insolvent. The first of these cases, one against W. H. Moore, will come to trial next month.

Norwegian chemists have succeeded in making a valuable fertilizer ingredient from the waste matter of the purifying liquid used in sugar refineries.

Col. W. J. Bryan Appreciates Good Glasses

R. A. Thompson, Portland, Or. Portland, Or., Oct. 11, 1909. My Dear Sir—Allow me to thank you for the glasses which you fitted to my eyes. I am glad to inform you they are entirely satisfactory. Yours truly, W. J. Bryan

THOMPSON Eye Sight Specialist