

for \$100,000 damages. The answer is a gen-eral denial to the allegations made in the complaint. Mr. Corbett denies any knowledge or information sufficient to form a bellef that E E, Peterson and Inez Peterson were united in marriage October 10, 1894, and denics that until his interence, or at all, Incz Peterson was deeply attached to her husband, and but for the wrongful acts of the defendant they would have lived happily together. He denies that about Aurust I, 1899, he be-came acquainted with Inez Peterson, and shortly afterwards commenced to acquire or did acquire any improper influence over her, or that by means of the payment or promise of payment of large sums of money, he did deprive plaintiff of the comfort and society of his wife with intent to injure plnintiff, or did have im-proper relations with her or in any manalienate or seduce her affections from the plaintiff to the defendant. Mr. Cor-bett further denies that he induced Mrs Peterson on or about September 15, 1820, or caused her to institute a suit against her husband for a divorce, or that by any act of this defendant the home of the plaintiff has been made deso-late or rulned. The defendant prays for judgment for his costs and disbursements.

IN THE SEVERAL COURTS.

Big Suit Begun for Land in Coost County-Court Notes.

Thomas E. Ryan, of San Francisco commenced suit in the United States Court against P. L. Phelan, of Marshfield, Coos County, to recover possession of a tract of land. Plantiff alleges that he is the owner in fee simple of some 25,000 acres of land in township 25 south, range 11 west of the Willamette meridian, in Coos County; also of the Isthmus Transit Railway and its right of way, ves, etc., being of the value of \$50,-He further alleges that defendant for some time wrongfully withheld possession of this property from him, whereby he has been damaged in the sum of \$20,000. Plaintiff demands judgment against defendant for the recovery of the property and 320,000 as demands property and \$30,000 as damages,

Probate Court.

The inventory and appraisoment of the estate of Mary Ahern, deceased, was flied. The property is valued at fl4,648. Cathlarge amount of property from Mrs. Ahern, who was her aunt, by gift, is the sole devised

E. Beach, administrator of the estate of Mary Bryan, deceased, filed his report, showing \$2831 receipts and \$2928 disbursements. The disbursements in-Clude: Edgar Poppleton, \$1291, Luzerne Bosser, \$298; attorney's, fees, \$500, and commissions of the administrator, \$165. The large attorney's fee was because of Mrs. Brynn and her husband were sup-posed to be without means, but after their death a lot of money was found d up in a lounge.

Bircher was appointed administrator of the estate of John Henry Unger, deceased; valued at \$500.

George D. Dunning was appointed ad-ministrator of the estate of Mary Shields, ceased, valued at \$10,000, and required to file a \$20,000 bond. Malvirna Braax, administratrix of the

estate of Rheinhart Brass, decemsed, was authorized to sell a saloon for \$500 cash.

Wants a Fourth Trial.

In the case of I. C. Oisen vs. the North Pacific Lumber Company, to recover \$2, 000 damages, which for the third time

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is the intention to place ballot boxes in all the leading stores and to place tick. ets on sale all over town. Besides this, blocks of tickets will be taken by the stores and given away with purchases. In this way every one will have an op-portunity to vote, and it is expected that thousands of tickets will be cast for favorite young women, only one of whom however, can be chosen to reign over the festivities. A special effort will be made to secure

for the fair a splendid exhibit of the re-sources of the state. R. C. Judson has this matter in charge, and on the committee with him are L. Geiser, of Baker City; E. L. Smith, of Hood River; A. B. Leckenby, of the O. R. & N. Co.; M. J Buckley, of La Grande; H. B. Thiels Salem; D. S. K. Bulck, of Roseburg; J. E. Wilkins, of Eugene, and E. V. Carter, of Ashland. Everyone who is desirous of seeing the state and its resources thor oughly advertised can arrange for the ex-hibit of products by communicating with the member of this committee living near-

Merchants are still applying for space D. Solls Cohen, whose office is in the Washington building, is in charge of this lepartment, and will be glad to answer any questions as to the space available which may be asked him. At the rate the space is going now, it will soon be all disposed of, and merchants who are anxous to avail themselves of this splendid opportunity of advertising should apply at once.

"SAPHO."

This Much-Talked-Of Play to Be Pro duced Tomorrow Night.

Atkinson, who lived opposite it for 16 years, remembered having sold the old Tomorrow night (Sunday) the famous play "Sapho" will be presented for the first time in Portland at the Metropolitan house and the quarter block on which it stood to Dr. W. H. Watkins many Theater. "Sapho" is certainly the most talked-of play in many, many years, and probably no other play has ever had the booming which its prosecution by the New York authorities obtained for IL But, apart from the boom and the puff. moved in. It may be remarked here that it is not known that any one in Port-"Sapho" has much merit to recommend it. It is well written, its dialogue being land except Mr. Cardwell has been living particularly bright and crisp. It is pretty and effective, its scenery and costuming being elegant and its situations clearly defined. It is witty, its comedy being funny without being tiresome. It is true to human nature, its story being that of every day life in the vortex of the great fash-ionable world of Paris. It is enjoyable, and can be witnessed by anybody without,

the fear of being shocked. The version of "Sapho" at the Metrocity and sold a tract to C. which was described by metes and bounds In November, 1870, Carter sold lots 3 and politan is entirely respectable, free from In N vulgarity, true to the story, replete with 4 in interest from the rise to the fail of the \$100. 4 in block 143 to Thomas Hunter pears to have been a non-resident, sold the quarter block to R. B. Knapp for curtain, and played by one of the most capable companies touring the Pacific Coast. Miss George Eiliot plays Sapho, \$2500 Alec Cochrane will essay the part of Jean, Miss Maude Corcoran will appear as Dihe received a rental of \$10 per month from vonne, Miss Annie Girard as Mme, Het-tama, Miss Hepner as Fifi, Miss May Evans as Julie, and Miss Rose Standish it, but he does not remember who oc-cupied it. In April, 1871, Mr. Knapp sold the property to Dr. W. H. Watkins for Evens as Alice, W. J. Townshend as Flamant, Herbert Jones as Cesuire, Charles Wal-dron as De Potter, W. Manning as Cau-\$200 hands since. A mortgage for a small amount was placed on it away back in dal, Joseph Fynney as Dechelette, Pere amount was placed on it away back in Ward as Hettema, and H. Wyatt as La Gourniere. There will be an attractive from one person or company to another, increasing in amount yearly, "as suckers bit better," Mr. Blyth says, till finally fance in the first act, immediately after the rising of the curtain, showing the guests enjoying the festivities at Dechestte's house. "Sapho" will run to crowded house

throughout the week, with matinees on Wednesday and Saturday. quarter block. At one time \$30,000 was

Vigor and vitality are given to the whole stem by Hood's Sarsaparilla. offered for the property and now it is worth about one-third of that amount.

Assorted styles indies' 98c sills values Our entire line of \$1.00 Men's Golf Shirts Today Today Only 63 cents Net Shopping Bags Parasols All parasols to \$1,00 now All parasols to \$5,00 now NO ONE KNOWS WHO BUILT IT CARGOES FOR MANILA. History of a Portland Landmark,

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Now Being Torn Down, Is Lost.

constructed. The fact that the frame

was of hewn and mortised timbers showed that it was built a good while ago. J. L.

years ago, but he could not remember for whom he sold it or who lived there

Very soon after Hunter, who

Mr. Knapp says the h

Chamber of Commerce Asks That Vessels Be Londed at Portland.

The old building at Third and Mont-The Government is arranging to send comery, being torn down by orders of transports to the Philippines with sup-Russell & Blyth, agents, has been ocplies, and the Chamber of Commerce is cupied as a Chinese laundry for so long making a strong effort to have some of that no one can be found who remembers the vessels loaded at Portland. President by whom it was built or who ever lived Taylor took the matter up yesterday with there. It has for a long time brought Quartermaster-General Ludington, bein a rental of \$12 a month, but as it had sides interesting Senators Simon and Mcome a detriment to property in the Bride. The news that came from Washvicinity, the agents decided to have it ington was that cargoes for two vessels removed, preferring to sacrifice the rent have already been bought at Seattle, and rather than to maintain an eyesore. It that a vessel loaded with animals may would be a good thing if some others held the same kind of notions in regard to old shacks. be dispatched from Portland. The action of the Government in the matter of the Seattle cargoes is singular, to say the Several persons have inquired by whom least. No notice had been given of such intention, and other towns on the Coast and at what time this old building was

were not granted the privilege of submitting bids. The telegram to Quartermaster-General

Ludington follows:

"The Portland Chamber of Comm respectfully requests that you will load some of the transports at this port, such as the Beigian King and Almond Branch. The last-named vessel is now on the way here, but is to be ordered from the Co umbia River to Seattle."

Byron Cardwell, who hus lived in his present home a few blocks from the place for 40 years, could not remember who had lived there before the Chinese To this telegram the following reply was received from Acting Quartermaster-General Bird:

"Hay and grain for the Belgian King and Almond Branch are purchased and the Oright, the statement being so much 40 years continually in one house. A person who undertook to trace back the history of the old house was able ready to load at Scattle. Some vessels are to be fitted up on the North Pacific Coast for the transportation of animals. after much trouble to find out the names of several persons who had owned it, but not who had lived in it. The ab-One of them will be fitted up in Portland. reasonable terms are offered for the work.

stract of title to the property shows that away back in the 60s Stephen Cof-fin owned property in that part of the A copy of the Ludington telegram was sent to Senators Simon and McBride, with the following letter:

We undertsand that the Government is chartering vessels for Manila, and they appear to have been ordered to Seattle to load. We are especially anxious to have some of the vessels dispatched from Portland. The Belgian King goes from San Francisco, and the Almond Branch, which is on the way here from Japan, is on the property when he bought it and to be ordered to Seattle from the mouth of the Columbia River. This is all wrong, unless the Government has some good reason for it. We would take it as a great favor if you would send Quarter-master-General Ludington a telegram It has passed through a number of similar to the one we sent, and bring what influence you can to bear, as our people are much interested in this matter."

It was through the effort of the Cham ber of Commerce that transports were ordered to Portiand last Fall. President Taylor is determined to do all in his Russell & Blyth held a mortgage on it for \$19,000, having taken up a first and second mortgage, and finally they had to take it in. Beside the shack torn down there are two cottages on the power to have more vessels dispatched from this port this year.

Why Do You Lose Sleep

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With Headache? Cure it with Wright's Paragon Headache and Neuralgia Cure.

The a second it.

Fe (which, however, does not reach the iron districts of the Great Lakes and con-tiguous territory), has a through route of its own to the localities that furnish most f the commodities that are used in China and Japan.

One of the reasons Mr. Hill gives as to why he will be able to make this reduc-tion is that he has his own line of steamers running from Buffalo to Duluth, his awn road from there to Puget Sound, and. with the completion of his ocean vessels. a own route across the Pacific, thus givng him all the revenue from the handling of the goods, which in other cases has to be apportioned among several lines en route, thus enabling him to move the consignments with only two transfers-at Du-

uth and Seattle. The problem of transportation that is bothering roads entering the west coast traffic is how to get loads both ways, as it is a well-known axiom of railroad freight siness, as well as steamship, that there is no money in hauling empty cars one way, making it necessary to have loaded trains all the time, else the work is done at a loss. This question is settled in an important measure by the demand in the East for the fir, spruce and cedar of Washington and Oregon, which has reached such a stage that it is now impossible for the lumber and shinglemen to get cars enough to handle all their orders putting on this new line of vessels to Orient will bring hundreds of cars with goods for the far East, which, in ad of having to be returned empty, will be loaded with lumber and shingles, thus increasing the slight profits of the going and leaving a good margin on the total transaction.

To appreciate what this proposed rection means, it is necessary to consider the present prevailing rates. On cargoes from Pacific Coast States to the Orient the charge ranges from 25 a ton for four to 3 for merchandlee, practically similar rates being quoted from Vancou-ver, Smattle, Tacoma, San Francisco and Bouthern California, From all points be-tween New York, Chicago, St. Paul and Minneapolls to the Pacific Coast the prevalling rates are about the following, and the second column of figures shows the through rates from the Eastern States to

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18 60 The rate on pig iron from Alabama to the Coast is \$12 a ton, and to the Orient sis. Thus the cut to be made by the Great Northern will be in no case more than half the present charges, and in some it will be less than one-fifth, and

some it will be less than one-fith, and, even one-sixth. "The only way we can give these rates is to get dispatch," said Mr. Hill re-cently, "and to aid us in getting that we must have appliances that will simp-lify to a marked degree the methods now in vosue in handling tradiction the now in vogue in handling freight on the Const. We have conveyors on our new vessels that instead of sending the coal to the bottom of the ships will leave it to the bottom of the ships will leave it near the top and let it distribute itself by gravitation, and apparatus that feed the furnaces automatically, instead of the fuel having to be shovelled by stokers. No more can us follow the stokers. more can we follow the custom of un-ding goods from the cars into warehouses and transferring them into the steamers, but they must be put di-rectly from the cars to the holds of the vessels. It costs \$1900 to \$2000 a day to run such steamships, and to detain them unnecessarily, means much money thrown away.

The astute railroad president has made

try in this projected movement of the Great Northern, for it means such a close competition with the shipping business from Europe to the Orient by way of the Sues Canal that the United States would be in a position to at once offer cheaper

be in a position to at once offer cheaper products. The present rate from Antwerp to Eastern Asia is about \$8 a ton, and the commodities must first be gotten to Antwerp before they can be taken at even this rate. With a charge of only \$8 from the very heart of the producing region, and the quicker transportation that can be made from the United States, it is therefore considered that the estab-lishment of the new trans-Pacific line of versale each engable of carrying 25000 vesuels, each capable of carrying 25,000 tens at a trip, and the inauguration of the cheaper rates will mark the beginning of a new era in American commerce with the Orient.

The foregoing dispatch to the Boston paper was shown yesterday to President Mohler, of the O. R. & N. Co., and S. G. Fulton, assistant general freight agent of the Northern Pacific. President

Mohler declined to discuss it, and Mr. Fulton said he was not in position to talk about it.

It has been known for some time that President Hill has been planning to get a large percentage of the Oriental trade a large percentage of the Oriental Iridé for his failroad line and steamships, but neither railroad men nor the public were prepared for the announcement of a through freight of \$5 per ton from the Great Lakes to China and Japan. low rate from America is necessary A et the advantage of the low rate by way of the Suez Canal, which European merchants have. It is the Suez rate which gives European merchants control

of the Philippine market-that and the American tariff system.

MAY YET SUE THE CITY.

Discharged Policemen Have Not Abandoned Going Into Court.

Some of the discharged policemen have not yet abandoned the idea of suing the City of Portland to get their positions back, while others of the number are undecided in the matter. A number of at torneys have expressed the opinion that the removed officers can compel the Commissioners to reinstate them, and that the prependerance of authorities are in fa-

vor of the men. Several years ago a somewhat similar case was carried to the Supreme Court. The court decided that the former policeman in question undoubtedly had rights, but should have contested the action of the officials dismissing him within a reasonable time; that he ought to have prof-fered his services, and that he could not

recover. A month is considered a reasonable time, but the statute allows six months in which to have a review. As a review is the procedure by which the discharged patrolmen could probably be reinstated,

court Deputy City Attorney Duniway states that he can beat the case against the re-moved men, and says he wishes they

would appeal to the courts, and the ques-tion would then be disposed of. The expense to the city would only be

triffing in defending a suit, and not much time would be consumed in presenting the legal arguments. More of the men would consider the contest seriously if they did not think such an action would result in the Police Commissioners becoming antagonistic to them. These assert that they are only them. These assert that they are only suspended and will go on again as soon as there is more money in the fund to pay salaries. Others are under the belief that they are still members of the force,

contested, particularly in the doubles, in which all the teams entered are very evenly matched. The presence of outsiders adds an element of uncertainty which only makes speculation as to the outcome more interesting. The tournament will be the outdoor so-

cial event of the season. Refreshments will be served each afternoon by prominent society women, and every effort is being made to make the affair a pleasant and enjoyable one. Unusual interest is being taken in the mixed doubles, and the adles' singles and doubles, this being the first tournament holding open these events. The drawing will be made Monday.

HISTORICAL SOCIETY.

Rooms Are Open This Afternoon for Strangers and Others.

The Oregon Historical Society rooms, in the City Hall, top floor, northwest cor-ner, will be open this afternoon from 1 to 5 o'clock. Members and the public generally, strangers in the city, are cordially invited to call. Among the interesting relics secured during the week past the following may be noted:

Four cannon balls, a pair of wooden wheels and axle for native cannon, a lot of old fron tools, razor strop, bayonets, etc., all sent to the society by Captain John S. Parke, Twenty-first United States Infantry. Register of names of callers at the woman's department, and the fishery de-

pariment of the Oregon exhibit at Chicago, in 1893; and also a copy of The Daily Oregonian of Monday, April 17, 1865. containing the account of Presi dent Lincoln's assassination, all presented by George T. Myers.

A copy of La Republica Filipina, a Filipino newspaper of "Juenes 29 de Sephem-bre de 1898," donated by Rev. Robert Mo-

TO THE BEACH BY BOAT.

Steamer T. J. Potter, the only through boat, leaves Portland from Ash-street dock, every Tuesday and Thursday, at 5 A. M., direct for Astoria and Hwaco, making no stops on route, and arriving at llwaco about 4 P. M., where train is taken without delay for all points on Long Beach. On Saturdays the Potter under a fast schedule, leaves Portland at 1 P. M., enabling passengers to reach hotels or cottages carly Saturday even-

ing. Steamer Hassalo, the popular night boat, leaves Portland at 8 o'clock in the evening daily, except Sunday, and on Sat-urday, at 10 P. M., arriving at Astoria early the following morning, connecting with I. R. & N. boat for liwaco and

Secure berths and tickets at O. R. & N. ticket office, S0 Third and ticket office, 30 Third street, corner Oak, or at ticket office, Ash-street dock.



