threw a lighted lamp at her in the year 1895, in an attempt to kill her or do her

great bodily harm. She alleges that he beat and choked her, and threatened to take her life, Grank to excess, and she was

forced to leave him in May, 1896. She asks for the legal ensuody of their child. They were married at Butte, Mont., in

Mary S. Young has sued Charles B. Young for a divorce on the ground of cruel

treatment, and charges him with attempt-ing to throw a lamp at her. December

27, 1899, and says he struck her in the face

and threatened to kill her. Mrs. Young alleges that while they were out riding

together in July, 1888, he struck her three times and drove the buggy to the edge of a precipice and threatened to throw her



Channels to the Sea and a Suitable Drydock.

Property-owners and exporters have of late given consideration to the practic-shillity of building a builkhead or seawall as a further protection to Portland's harbor. It is the opinion in well-informed quarters that an improvement of this character will ultimately be necessary, but the project is not induced as a present neces-eity. Portland requires many things more important than a seawall. The almost general opinion is that the channels to the sea should first be permanently deepened before thought should be given to any plan to protect river banks by means of a seawall or bulkhead. "If our shipping should be shut out," said President Mo-Craken, of the Port of Portland commis-sion in an article published in The Oregonian last fall, "we might as well give up hope of being a city of the first class. If it should come to pass that the products of this country chould be denied an outlet through the Columbia river, a serious problem would confront the entire country." No project of ultimate improvement will turn the people of Portland from their determination to have deep channel to the

To test public sentiment in regard to a seawall or bulkhead, The Oregonian has collected the opinions of a number of persons interested in river improvement. eral whose views were sought declined to make statements, for the reason that they had not given the subject sufficient inves-

Cuptain J. A. Brown, of Brown & Mc-Cabe, the oldtime stevedores, is decidedly opposed to present consideration of a proj-ect for a seswall or a bulkhead. "The individual property-owners should have to needs of Portland," said Captain Brown yesterday, "are a 30-foot channel to Astoria and a 49-foot channel at the mouth astorna and a m-dog continue at the mould of the Columbia. Next in importance is a drydock. People have no idea of how hadly Portland needs a drydock. Some shipowners prefer to send their vessels to ports which have drydocks and take less reclaimed. From my limited knowledge of for carrying a cargo rather than send them to Portland where there is no dry-dock. When we get the deep channels and the drydock, it will be plenty time to talk about a builthend or sexwall."

Keep the Channel Open.

"I do not see how there can be two opinions on this matter of preventing dredged material from finding its way back into the river," said Captain W. C. Langfitt, United States engineers. "Undoubtedly, it is better that fredged mate-rial should be so placed that it cannot return to the river again when the circes are such that the cost of so doing is not prohibitive.

"Every yard of dredged material se placed and every foot of caving bank that is protected so that further caving is prevented, is a distinct gain. In fact, if we had a river which, throughout its extent, possessed banks and bottom that were stable and not eroded, or, in other words, if the stream were nonsediment-bearing, its improvement would be much simpli-

"It should be the aim of all persons interested in the river, or owning property abutting thereon, to do all in their power to obtain the ideal state suggested, and main river and tributarles. "In any particular case of dredging,

rse to pursue must be decided by local circumstances."

Captain Pope Favors It.

Captain George Pope said: "I have long ago advocated an improve mentilike a builthead or seawall. No well-regulated harbor deserving of the name can well be without it, whether that haris on a bay, an estuary or a river. Our waterfront is the most wretched por-

should be looked upon as a public benefit, because the enterprise of building them enables shipping to be conducted in a man-ner that is conductive to the benefit of the benefit of the benefit of the ommunity." Bulkhend Not Needed Now.

J. Couch Flanders said:

"I have no decided opinion one way of the other as to the necessity of a hulk-head or seawall in this harbor. I do think that dredging without removing from the river what has been excavated affords but temporary relief, and that the proper and only permanent thing to do is to put on land the material that has been taken out of the river. I see very serious diffi-culties in the way of a bulkhead. The portion of the river where dredging must be done extends from, say, the Albina ferry to the flouring mills. On the East Blde the river is now lined with wharves as far down as Oceanic dock, baring scattered places. On the West Side are located the

mills of the North Pacific Lumber Com-pany, Western Lumber Company, Eastern Lumber Company, besides some scattered ballast docks. To deposit under these such material would be attended with much expense, and no benefit to the wharf-

owner, as far as I can see. "The best method of dredging the harbor is quite a subject for consideration. The Bowers dredge is the only means of plac-ing on land material excavated, but every foot of pipe required makes the work cost more. It is difficult, except in the north-ern end of the work, to find places to deposit the excavation, and my own opinion is that the most economical method to be accepted would be to use, at the south end, a clam-shell dredge, tow the material in barges to some suitable dumping ground, and there pump it on shore by means of and there pump it on shore by means of the Bowers dredge. Individually, I do not see why property-owners should be com-pelled to pay for this. Incidentally, to some extent, they may be benefited, but the city, as a whole, is the real gainer. In the present state of the waterfront I don't see how it is possible to create a system of bulkbeads at an expense comsystem of bulkheads at an expense com mensurate with the benefit to be derived."

A Question for Engineers.

L. A. Lewis, of Allen & Lewis, said: "The question of a bulkhead or seawall is one that should be answered largely by an engineer. I believe that all improve ments in the way of dredging the harbor etc., should be borne by the county, if no individual property-owners should have to pay, as they are not responsible for the general filling up of the channel. If the building of a bulkhead or seawall would improve the value of the land adjoining reclaimed. From my limited knowledge of funds, etc., available, it seems to me at present the proper course to pursue is dredging from time to time as obstructions come up."

Bulkhead Not Necessary.

ng a seawall and bulkhead had been raised. It certainly is not necessary advisable, and I see no occasion for a discussion on the subject."

Fill Up the Low Lands.

I have not given the subject of a seawall or bulkhead much thought, but from casual observation it would seem to me that at the present time a bulkhead is not required. I, for one, am not sufficiently informed as to how much of the material dredged out of the harbor and placed on the shore is washed back into the placed on the shore is washed back into the harbor, and until we can get sufficient data, it would seem to me quite unwise to raise this question. With the low lands lying adjacent to the harbor, especially with each and of the tarm it would seen that at the north end of the town, it would seem as if the material dredged from the harbon should be placed on these and thus obviate any of it returning to the river. While to' obtain the ideal state suggested, and this throughout the whole extent of the with water at times, yet it is at such seasons when there is comparatively little

DAILY CITY STATISTICS.

Real Estate Transfers.

A. H. Johnson, \$7669; W. W. Spaulding, \$5028; J. Ordway, \$4789; T. Patterson, \$5281; November 21. David Harkins et al. to Rachel Win-chell, lot 5, block 9, Glencoe Park; December 25, 1899. C. E. Bennett and wife to Jennie M. Powell. lot 4, block 18, Kinzel Park; November 28. 375 Louis Blumauer and F. M. Blumauer to C. E. Bennett, same; October 28, 1897. to C. E. Bennett, same; October 28, 1887.
C. Christensen, N. Simmonsen and Hans Larsen and wife to C. G. Frederikken, lots 12, 14, block 26, Sunnyside; January 11.
W. M. Owen and wife to M. L. Keith, lots 1, 2, 7, 8, block 17, Tibbetts' addition; January 16.
C. C. Harlow to C. H. Light, lots 6, 8, block 18, First addition to Troutiale; November 24, 1899.
R. L. Durham, trustee, and R. B. Curry by R. L. Durham, his attorney, and W. M. Beers and wife to C. C. Cleveland, parcel of land George Schriver D. L. C.; January 11. 140 822 Deaths.

before figured here in such cases once or twice in recent years. Mary Graham, who has brought sult against John R. Graham for a dissolution of the matrimonial bonds, avers that he

TER ARE SUED.

Case-Verdict for Mrs. Wager-Flannigaa Jury Disagrees.

Yesterday Judge Cleland was engaged in hearing evidence in the case of John Kier-nan, trustee, against T. Patterson, J. C. Bayer, Julius Ordway, James Lotan, George Pope, Ira B. Sturgis, A. E. Borth-wick, Joseph N. Teal, executors of the will of L. E. Wallace, deceased, and Will-iam M. Ladd, administrator of the estate of A. H. Johnson, deceased, to compel the or A. H. Johnson, deceased, to compel the defendants to pay their share of the in-debtedness of the Portland Smelling & Re-fining Works. The only persons defending are J. C. defendants to pay their share of the in-debtedness of the Portland Smelting & Re-

SPANISH CANNON IS IN PORTLAND.

TROPHY FOR THE SECOND OREGON REGIMENT, ON EXHIBITION IN FRONT OF GENERAL SUMMERS' STORE.

Portland beheld yesterday for the first time one of the ancient bronze cannon mounted in Manila at the time of the surrender of the to the American forces, August 13 last. The specimen is a small field piece, murale-loading, mounted on a low, heavy carriage, and has been selected by the chief ordnance officer of the Eighth army corps as the gun to be presented to the Second Oregon volunteers, that the members may have badges made of metal from captured cannon. It attracted much attention during the day, especially when its history and object in Portland were known. It stood in the street in front of General Summers' store, to whom it was addressed by the quariermaster officer at San Francisco.

General Summers will have the required metal for badges taken from the cannon by boring the caliber larger, so that the sun may be preserved as an ornament for the monument to be erected to the memory of fallen volunteers. The present callber = 31% inches. Esti-mates made by the chief ordnance officer at Manila were that 119 pounds of metal could be procured by enlarging the callber one This will in no manner impair the value of the gun as an ornament, and it could be used for firing salutes if reduced charges were loaded. When the monument shall be erected, its base will doubtless be the final station of this ancient weapon, as all the soldiers are united in this purpose.

The design for hadges agreed upon between Governor Geer and the committee representing the soldiers is about ready for forming the die or mold. Until it is ready, the cannon will be left in front of General Summers' store for the inspection of the public. Then he will attend to having it bored out, after which it will be held subject to the work on the monument. Some interesting designs and figures are found on the cannon. It was christened by the manufacturers "Leal," which name is engraved

a scroll near the muzzle. The date of its manufacture, 1778, is also indicated on the gun. The date has especial value to all Americans, of course. The coincidence of the Declaration of Independence and the cannon's manufacture, considered with the use now made of the gun by one of the states ultimately growing out of that little document given to a skeptical world, is quite striking. The cipher of the king reigning at the date of the gun, its weight and a few other matters are indicated on the gun or carriage.

defendant from going upon the premises

occupied by his wife. Judge Cleland dismissed the divorce suit

ground that the evidence was not suffi-

clent to base a just decree upon. His hon-or remarked that some of the testimony in behalf of the plaintiff was unreliable, and,

her \$1700 in cash, with \$1000 of which she bought a pawnshop which her father man-

cruel treatment, and he answered in effect that they could get along well enough

together if his wife's parents would per-

Did Not Prove Relationship.

The petition of Fred Wills for a share

of the estate of George Wills, deceased.

amounting to about \$600, and which has

been in the hands of Referee Miller for

about 10 years, was denied by Judge Cle-

land yesterday, who concluded that the relationship had not been established.

only son Fred Willis claims to be.

Thieves Convicted.

dictment charging them with larceny of a trunk and contents and blankets be-long ing to R. M. Hutchinson. The prop-

She charged the defendant with

DeHart & Co., \$5028; J. McCraken, \$5231; L. W. Wallace, \$5783; E. G. Harvey, \$5028; A. E. Borthwick, \$4700; I. B. Sturgis,

James Lotan, \$4799. The money was to

overdraft was incurred in the sum of \$41,058, and the bank required divers of

the persons whose notes it held to make payments on accounts, which was done,

as follows: J. McCraken, \$579; Charles Hegele, \$302; J. W. Cook, \$263; F. Wolff, \$26; J. Klernan, \$420; Honeyman, DeHart

& Co., \$275; R. B. Knapp, \$283; H. A. Hogue, \$316; J. C. Bayer, \$26; W. W. Spaulding, \$275.

In August, 1894, the business was aban-

doned, and the bank required payment of the balance due, which was made as fol-

lows: Honeyman, DeHart & Co., \$4752; Charles Hegele, \$3208; F. Wolff, \$455; J. McCraken, \$4701; John Klernan, \$7248; J.

W. Cook, \$4535; E. G. Harvey, \$5628; W. W. Spaulding, \$4752; K. A. J. Mackenzie,

\$250; R. B. Knapp, \$4535. The amounts in aggregate exceeded the amount actually due the bank by the sum

of \$2945, which sum was pro-rated among

and paid to the credit of the persons who

made such payments. The property was

sold on January 21, 1895, consisting of 15 acres of land at Linnton, and the plant

uted among the persons who paid the

The plaintiff alleges that he represents in

used in the operation and business of e Portland smelting and refining works.

The business proved unprofitable, and an of Rachel Hill against Fred Hill, on the

ages.

siderable estate.

deny the petition.

in the complaint filed, is that on Febru-ary 8, 1882, the following persons signed avers that he is occupying the house, and \$300. Foley was killed November 17, 1899, ary 8, 1822, the following persons signed notes in amounts as stated to secure an overdraft in the Bank of British Colum-bia, which was to be allowed by the bank to the extent of \$100,000: Honeyman, DeHart & Co., \$5023; J. McCraken, \$524; L. W. Wallace, \$5763; E. G. Harvey, \$5023; L. Betheriek \$1700 L B. Sturgk A. E. Borthwick, \$4760; I. B. Sturgis, \$2388; G. Pope, \$5028; F. Wolff, \$482; John Klernan, \$7659; G. W. Staver, \$4799; R. B. Knapp, \$4799; Charles Hegele, \$5510; J. C. Bayer, \$482; J. W. Cook, \$4799; H. A. Hogue, \$5763; K. A. J. Mackenzle, \$4799; H. A. In the divorce suit of Edith Hunt arainst A. H. Johnson, \$7669; W. W. Snaulding

Bayer and T. Patterson. The other de-fendants are either insolvent or in default. The contention of the plaintiff as recited in the complaint filed, is that on Febru-Mount Tabor and one at Portsmouth. She

she is legally bound to pay the note.

of appeal to the supreme court. A new trial was denied in the suit of

tort cannot be pleaded as an offset to a

Probate Court.

claim arising on a contract

is \$100

Hans Larsen vs. A. W. Botkin et al. Hans Larsen vs. A. W. Bolkin et al. In the suit of B. Montgomery vs. F. B. Jones et al., a demovrer to the third amended complaint was sustained, the court deciding that damages arising in

S. W. Church, administrator of the es-tate of Lucina Oatman, deceased, was authorized to lease the home place com-prising 35 acres, for one year for \$20 per rail above the pin-rail are bent. One George W. Hunt, Judge Cleiand yesterday made permanent the order restraining the

HEAVY WHEAT SHIPMENTS Left up, at 1:20, American ship Clares 8. Bement. Condition of bar at 8 P. everything was regular, and legal, and In the case of Julia Richardson vs. Rev. B. Orth et al., a motion for a rehearing was denied, and the plaintiff gave notice

PORTLAND CLEARING A CARGO A DAY THIS WEEK.

Twenty Ships Now in the River-The Magdalene's Troubles -- Mon-

The German ship. Alsterkamp was The inventory of the estate of Nellie cleared yesterday by G. W. McNear for Queenstown or Falmouth for orders, with Cohn, deceased, was filed. The valuation 112,040 bushels of wheat, valued at \$58,260. Ira O. Shattuck, guardian of L. A. Freeze, an insane person, petitioned for nuthority to lease five acres of land for week, and some of the others are far \$25 for one year. The report of the estate shows \$19 on hand, and the land, which is week. The Craigmore and the Cambrian Warrior are both nearly ready for sea, and the Scottish Isles is not far behind them.

There are now 20 grain ships in the river, six of which are loaded and ready for sea. Of the others, 13 are under charter and will finish loading this month or early in February. The St. Enoch, which lost her charter on account of her long passage from Panama, is alone in her glory on the disengaged list.

Of the late arrivals in the river, the American ship Clarence S. Bement left up yesterday afternoon, and will reach Portland this afternoon. The Colony and the Chile will leave up some time today. It will be a few days before any of the en route fleet is due at the mouth of the river, and the list is so small that arrivals will be few in number for several weeks. There are five ships on Puget sound loading or under charter to load grain, but not more than two or three of them will get out in January. No new tonnage engagements are reported, and from present indications there will need be coniderable more life in the wheat marks than is now apparent before there will be much business. For anything near by 40 shillings is asked, and for next season's oading as high as 35s 3d is demanded.

THE MAGDALENE LIBELED.

O. R. & N. Co. Ask Damages for In juries Sustained by the Thompson.

Troubles are thickening for the big ship Magdalene, which caused so much damage in a couple of short cruises around the harbor Monday evening and Tucsday morning. The vessel was libeled yesterday by the O. R. & N. Co., to recover dam ages for injuries sustained by the steamer R. R. Thompson, mention of which was made in yesterday's Oregonian. When the Magdalene forced the steamer against the barge, the latter was thrown against Co lumbia dock with such force that several piles were broken, and the dock otherwise damaged. To recover this, Mrs. Clemen-tine F. Lewis has intervened in the above-mentioned suit, asking for \$750 damages. To date, these are the only actions that have been commenced against the vessel. The agents of the Margretha, the vessel which was so seriously injured, will first endeavor to secure a settlement before appealing to the courts. As the damage to the Margretha will amount to about \$7000 or \$5000, the total damage wrought by the Magdalene will foot up to over \$10, 000. As she was in charge of a license

state pilot each time, the tugboat company s relieved from all blame in the matter. Captain Andrew Hoben, the marine surveyor, held a survey of the damage done on the Margretha, and the detailed report

of the damage is as follows: "We find one shear plate badly broken, and one plate below the shear plate broken, and the third plate down bent. One of the frames is badly broken and two frames are bent. One main deck beam is broken at the after part of the main hatch. The waterway plate is badly broken, and the deck in the vicinity is strained, and two of The the deck plates staried. The deck abreast of the main hatch is broken, and a hole is punched through the iron deck; 44 feel

of teakwood pin-rail are broken, and also the angle iron attached to it; 25 feet of bulwark above the pin-rail and the iron rall are broken; 25 feet of bulwark plate below the pin-rail is broken and twisted; three bulwark stays are broken, and there are three more bulwark stays that will have to come off. The iron bands on the lower foretopsail yard are started, and a part of the truss is broken, the port fore braces and topeall braces being carried

nt. Condition of bar at 5 P. M. ough; weather, clear; wind, northeast, Tacoma, Jan. 17 .- Sailed-United States

sleamer Sheridan, for Manila. Sonttle—Arrived, Jan. 16—Juganese steamer Riojun Maru, from Yokohama. San Francisco, Jan. 17.-Sailed-Schoon r Jennie Stella, for Gray's harbor; steam er Bertha, for Unalaska. Arrived-Steamer Geo. W. Elder, from Portland; steamer Walla, Walla, from Victoria.

Coos Bay-Barbound, Jan. 16-Steamer mouthshire Due Today.

Port Los Angeles-Salled, Jan. 16-Steamr Mineola, from Nanaimo, Fisetwood-Arrived, Jan, 16-British ahlp

Kilmory, from Oregon. Yokohama, Jan, U-Arrived-Britiah teamer Glenogle, from Tacoma.

Port Pirle-Arrived, prior to Jan. 15-British ship Balelutha, from Port Elake-

Hoquiam, Wash.-Sailed, Jan. 10-chooner San Buenaventura, from Aberleen for San Francisco. Southampton, Jan. 17.—Arrived — St. Louis, from New York. New York, Jan. 17.—Arrived—Friesland.

from Antwerp.

IN SACRED SONG.

Great Bass Arias From "Elliah" Sung by Dr. Morrison.

Trinity church was crowded to its utnost capacity last night for the recital of acred music-a pleasant innovation. In-roduced by the new rector, Dr. Morrison. It proved no less delightful than had been anticipated by such as were acquainted with Dr. Morrison's rich, highly trained voice, for his singing of the great basa solos from "Elijah" were the leading feature of the evening. These were given with superb effect, though to these who were familiar with his voice, it was apparent that he was laboring under the dis advantage of a cold, and was not, there-fore, really at his best.

His first solo was the plaintive, "How Long Wilt Thou Forget Me, O Lord?" by Mietake. Following this came the impressive and beautiful prayer from "Lord God of Abraham," overflowing with quiet and screne faith. In strong contrast to this was the spiendid aria, "Is Not His Word Like a Fire?" which, in point of difficulty and grandeur of effect, can be compared with praching screent Handolfa grant has with nothing except Handel's great bass aria, "Why Do the Nations," from the "Messiah." Hoth may be taken as a Crucial test of the capabilities of the volcs. Dr. Morrison's rendering of Mendelssohn s aria was characterized by dramatic forvor of a high order, its sweeping crescendos, its surging unrest, and passionate vehemence of utterance were all admirably expres The mournful strain, "It is Enough," witth its pathetic, despairing misery, made an effective foll to the succeeding number, "For the Mountains Shall Depart," full of power and freshly revived strength. The next solo, "O Rest in the Lord" (the an-The gel's sons), breathing peace and solace, was very happily selected to close the numbers from "Elljah."

Mr. Lighter gave several organ numbers hat showed to good effect his shill on the nstrument, but the character of the select tions were hardly suitable for a place on he same programme with those from 'Elijah." The intermenzo from "Caval-"Elijah." The intermenzo from "Caval-lería Rusticana," the "Serenata," by Moszkowski, the "Hymn of the Nuna," by Wely, the florid Bustite offertoire, are none of them up to the same elevated plane of the great Mendelssohn arias, and made the words on the title page of tha programme, "An Evening of Sacred Mu-ale," something of a misnomer. Gustav Mueller, who was down for some violin numbers, was unable to be present.

dolln numbers, was unable to be present. At 9:30 o'clock the big audience left that hurch in a very satisfied frame of mind, and many cordial hopes were expressed that this pleasant recital would be fol-lowed by others of a similar character.

Almost a Bad Fire.

A fire alarm was turned in from box: 213, East Morrison and East Water streets, inst night at 9 o'clock, to which the de-partment responded promptly. Fortunately there was nothing for the firemen to do. The fire was in the boiler-room of Georga Kilnar's iron works, on East Water street, between East Alder and East Morrison streets. Some one had placed kindling on the top of the boller to dry, when it caught fire from the heat of the boller and was blazing briskly when the light was seen by some one from the sec of the hullding occunied East Portland Fence Company, and J. North, who runs a lodging-house on the corner of East Morrison and East Water streets, was informed of the fire. He broke open the boller-room door and extinguished the fire before it had spread to the roof. A moment more and the departnent would have had a bad fire to conend with. The building belongs to Jos

Theodore B. Wilcox said: "I was not aware that the question of

Charles E. Ladd said:

current in the Willamette river."

STOCKHOLDERS OF LINNTON SMELinteresting Testimony in a Divorce

tion of our city. A quarter of a century ago, when Portland was a mere vilinge, our wharves were built in a biggledy-piggledy manner. Each property-owner laid out a wharf line for himself, and trusted to chance to have it rectified. The resul was that we have the most unsightly wharf line to be found anywhere. I men-tion this merely to draw attention to the fact that by the construction of a seawall the beauty of our already lovely city w be enhanced by remedying one of the greatest defects.

The necessity for this improver must be patent to everyone capable of rendering a reason, when I state that it is my opinion that fully two-thirds of the shoaling of the water along our wharves is due to the detritus that is thrown int the river for about six months of every year by the very natural process of sur ace wash of our streets which lead to waterfront. It apears to me that the Port of Portland dredge is very extensively employed in keeping a sufficient depth of water at the docks, and I have no double that the commission can give actual fig-ures as to the cost of this item of expenditure. I think, therefore, that the sea-wall for the harbor of Portland will eventditure. unity be considered a necessity. If the many be considered a necessary. If the from the obstruction in the harbor, we shall have little trouble in future from shallow water at the docks and in the channel of the river. "I now come to the question of taxa-

tion for this improvement. The city of Portland depends in a large measure, for its welfare on its accessibility to the sea. In order to handle the products of our Inland Empire and the Willamette valley, we must have an open river. For this purpose the people of Portland have created the Port of Portland commission, which is charged with the duty of making a chanver. nel and maintaining a depth of 25 feet James 1 from Portland to the sea. Should the 22 years. exigencies of the situation demand a deeper channel, ways and means must be found to procure it, and I venture to say that it is quite within the range of engi-neering shill to do it. I, therefore, think that all that is necessary is to enlarge the powers of this body and get to work. for it clearly comes within the sphere of its duty. As to the apportionment of the cost of this improvement, it would seem but fair that owners of abutting property should be taxed for the betterment they receive from the creation of it, but what molety they should be taxed for extraordinarily I am unable to say. If I may venture a suggestion, I would say float honds for a long period, and let our children bear a portion of the burden that we will have to carry for the present. In conclusion, I will say that I trust the work will not be long delayed, for it is high time that Portland take 'tent' if she wants to be in the race."

Bocks a Public Benefit.

George Taylor, jr., president of the Chamber of Commerce, said:

"I am hardly prepared, on short notice, to give an coinion as to the proposed harbor seawall. On general principles I and always have been, opposed to the deposit in the river of any debris or other matter that will help to shoal the channel. I formly believe that after a dech owner. firmly believe that, after a dock-owner has once deep water at his dock, the authorities (In this instance the Port of Portland commission) should maintain the requisite depth of water for all demands of deep-water shipping. In the case of the waterfront being owned by the state or the city, there is no question that this would be done, but in the case of the front being

owned by private individuals, as it is here, I think that docks, while they provide if proper income for their owners who have stocked them at considerable expense, druff or stop falling hair. Try it. Price Sec, at all druggists. Sample free, Ad-

January 15-John Henry Karg, age 33 and structure constituting the works, and the plaintiff, as trustee for the persons years; Sixteenth and North Front streets; who paid the debts of the corporation, bid cute peritonitis. in the property for \$8500. There was a note of A. L. Davenport for \$3500, on which \$3700 was afterward realized, and distrib-

January 14-Flora H. Krider, age 51 years; Good Samaritan hospital; pernious anaemia. January 15-Albert L. Pulliam, age 33. years; Good Samaritan hospital; gunshot

It is stated that at the time the inwound of leg. January 17-Melina Pearl Van Leer, age debtedness was paid to the bank the fol-lowing-named persons were insolvent: A. 4 years; 1050 Macadam street; scarlet fe-E. Borthwick, Ira B. Sturzis, G. Pope, G.

Marriage Licenses.

James Boyd, aged 34; Jane Jones, aged

W. Staver, J. Ordway, J. Lotan and the estate of L. W. Wallace, deceased, but that Borthwick, Sturgis, Pope, Ordway and Lotan may hereafter acquire proper-ty. It is also stated that after payment Durand Whittle, 37; Mary E. Berry, 32. Jacob H. Emmert, 27; Marguerite A. made to the bank of the indebtedness, K. A. J. Mackenzie and H. A. Hogue re-Month, 21. Births. paid to said persons the respective amounts

January 13-Boy, to the wife of Harry which they should have contributed to-ward the ilquidation of the indebledness. Dimick, 232 East Eighth street. January 7-Boy, to the wife of Frank Collinson, 524 East Thirty-sixth street. this suit the persons who paid the indebt-edness, including Hogue and Mackenzie,

Smith Family at Circle City.

as assignce and trustee. Eliminating from consideration the insolvent members of A letter has just been received from Circle City, December 5, by her father from Mrs. Charles Smith, which contains the syndicate, Klernan alleges that the amount which should be paid by the sol-vent defendants is: T. Patterson, \$2135; J. information pleasing to the friends of the family on the East Side. The family has now been at Circle City for about a year, C. Bayer, \$163, and the estate of A. H. Johnson, deceased, \$3102, and asks judg-ment. Judgment is asked also against the and have become acclimated and recon-ciled to living there. Even in that far-away place they have found much of inilleged insolvents as follows: A. E. Borthwick, \$1312; I. B. Sturgis, \$653; terest in the way of diversion in public meetings. There is quite a social in-terest there. Mrs. Smith writes that they \$1375; J. Ordway, \$1312; J. Lotan, \$1312. The court is asked to decree that such of the defendants who may hereafter satisfy the judgment awarded against them, in whole are spending a pleasant winter. The day, short and quickly pass. Mr. Smith or in part, shall have an interest in the judgments to be awarded by the court in favor of the insolvents, in proportion to the amounts paid in by the first-named had just returned from a prospecting trit which had taken three weeks, and Mrs. Smith notes that he came back with icicles hanging to him six inches long. Mrs. Smith is postmistress and Mr. Smith dep-uty collector at Circle City. The former is very kindly remembered by Sumner defendants.

debts.

The defense interposed is that the land and works sold to Klernan as trustee for the stockholders for about \$9000 were worth Relief Corps, of which she was a promat least \$40,000 to \$50,000, and that the same ought to have sold for much more than enough to have disposed of all of the in-debtedness of the company, and to have fully relieved these defendants.

THREW LIGHTED LAMPS.

How Two Defendants in Divorce Suits Caressed Their Wives. Two husbands are charged in divorce

suits with using lighted lamps as weap-ons against their wives, but the allega-tion is not an entirely new one, as it has stock, and Mrs. Watson gave a note; "Two jeweis-time and good advice." Two boon companions, Hood's Sarsapa-rilla and pure blood.

To Determine Status of Poundmaster. The suit of A. Caswell against W. Pat-terson et al., to determine the right of title to the office of poundmaster of the city of Fortland, was heard by Judge Sears yesterday. The case was presented by George W. Joseph as attorney for the plaintiff, and F. P. Mays appeared as counsel for the defendants. Caswell was ap in fact, not worthy of belief. Mrs. Hill was Miss Bloch. The evidence showed that Hill supported her well and gave pointed poundmaster by Mayor W. S. Ma-son, and after the death of Mayor Mason, was removed, W. A. Storey, as president of the common council and acting mayor, appointing W. Patterson to the place. Storey, after he became mayor of the city reappointed Patterson. The point sought to be made in behalf of the plaintiff is that his removal and the appointment of his successor were irregular, and that Storey had no authority to act.

Verdict for Mrs. Wager.

A verdict for the defendant was returned by the jury in the suit of Otto Schuman against Phoebe Wager to recover \$60 balance due on a tombstone. This is the second time Mrs. Wager has won the case, the supreme court having granted Schu-man a new trial after his first defeat.

Fred Wills is a boy 17 years old residing in Indiana, and it was alleged that he is a great-grandson of George Wills, who The defense of Mrs. Wager to the action was that the stone in the monument has died in Multnomah county, leaving a connot stood the rayages of the weather well. The plaintiff was allowed the usual 10 George Wills was married in 1829 or 1840 and had about 12 children, more or less, among them one Joseph, who was born in days' time to move for a new trial. Mrs. Wager paid \$85 on the tombstone, but the costs in the case which Schuman has had to stand, amount to more than that sum, 1859, and the petition alleges left one child out of four, named Hardon Wills, whose so he is out altogether, and more too.

Unable to Agree.

Judge Cleland reviewed the testimony at length, and concludes that it is insuffi-The jury was unable to agree in the clent to prove that Joseph Wills had a son named Hardon Wills, the father of ase of Ed Flannigan, who was tried for larceny of \$60 from William Stewart, The the petitioner. Several witnesses, among them three old ladies, who knew the Wills family back in Indiana, testified in dismissed because it was said Flannigan favor of the petitioner to some extent, but led Esham to steal the money. The disin some points they were uncertain and contradictory, and Mrs. Campbell, a daughter of George Wills, who had marcharge of the latter influenced some of the jurors to believe that Flannigan, who has been in jail two months, had been suffi-ciently punished. The testimony was that ried twice in that country before she became Mrs. Campbell, and lived in that vicinity from the time of the alleged Har-Esham gave Flannigan \$20 of the money The jury at first stood 10 for acquittal and don Wills' birth till he was of age, testi-fied that her brother, Joseph Wills, had two for conviction, and subsequently eight to four. no such son. In consideration of this testimony the court felt constrained to

Petitions in Bankruptey.

John Warren Conn, of Astoria, druggist, vesterday filed a petition in bankruptcy. His liabilities amount to \$21,881 20. His assets, including policies of insurance for Two young men, Thomas Wilson and \$12,000, amount to \$15,234 50. Edgar Blanding, were tried and convicted in the criminal court yesterday on an in-

Charles M. Kellogg, of Baker City, express agent, yesterday filed a petition in bankruptcy in the United States court. His liabilities amount to \$15,834 09, and his assets to \$270, exempt.

Court Notes.

erty was taken from the Merchant hotel. Hutchinson is a pioneer, 81 years old, and is seven feet tail. His home is at Oakland, Or. The evidence disclosed that he had been to Ritzville, Wash., to visit his in the Schmidt children habeas corpus son and was on his homeward journey. On his arrival in Portland, he went to the Marchant hotel, and soon afterwards discovered his baggage had been stolen. case today. John P. Wilson, a subject of the king

of Sweden, was admitted to citizenship by Judge George yesterday.

I. B. Byl has begun suit in the state cir cuit court against C. B. Young, to recover 3425 balance alleged dive on a note executed April 25, 1999. It is stated that \$175 was paid on the instrument.

The damage suit of Albert Featherstone against the Mutual Warehouse Company was submitted to the jury by Judge Frazer about 5 o'clock P. M. yesterday, wi instructions to return a sealed verdict. with

starboard port is broken; two plates, six ches down from the shear plate, appear to be bent some from the chains that went around the ballast logs, and need to of when the wheat lining is removed from the inside."

TO REGULATE PILOTS.

Bill Introduced in Congress by Representative Daly. A bill regulating pilots has been intro-duced in congress by Representative Daly

and referred to the committee on merchant marine and fisheries. It provides that "the rovernment licensing and controlling of al pilots throughout the United States on hays, inlets, rivers, harbors and ports of have initial rivers, introduce and provide by the United States heretofore exercised by the various states, wherein such pilots may be, shall be placed solely in the United States steamboat inspection service, and that the United States revised statutes as to the government of pilots shall apply to all pilots now licensed by the varie states; and all pilots heretofore licensed authority of the laws of any state shall be permitted to practice their profession as though they had been licensed by virtue of the laws of the United States.

Lightship Now Far on the Beach.

ASTORIA, Or., Jan. 17 .- The stranded Bahtship now lies head to the sea, a little east of where she first struck, and is high and dry at low tide. A portion of her rail was carried away by the breaking of a chain. A scow, with a 500-pound mush-room anchor on board, lies at Fort Canby wharf, and at the first favorable opportunity will be taken around the cape over the bar, and the anchor dropped near shore; but close enough to enable the tugs to get a hawser to the ship, which will be kedged out to the anchor with her windlass. A line will then be shot ashore from the anchor, but nothing will be done toward floating the vessel until the 5000-pounder is placed in position. Contractor Robert McIntosh is now praying for fina weather.

Gray's Harbor Lumber Shipments HOQUIAM, Wash., Jan. 17 .- Shipment f lumber by water from Gray's harbor during December, were as follows: Feet. From Aberdeen, 17 cargoes...... 6,788,001

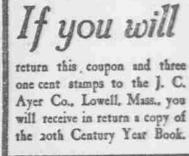
Total, 28 cargoes..... Shipped from Willapa barbor during De-

ember, seven cargoes, 2.422,000 feet. Monmouthshire Due Today. The Oriental liner Monmouthshire is due his morning, and unless she has met with unusually rough weather on the voyage across, she will be on hand about high tide The Arab, outward bound, is still oday. Judge George will aunounce a decision at Astoria, as usual experiencing more ay at that port than ou the river. When Portland starts in to improve the channel to the sea, she will know where to make a

eginning.

Arab to Take on Coal. ASTORIA, Or., Jan. 17.-The steamship Arab will be shifted tomorrow morning from the lower harbor to the Pacific Const Company's bunkers, where she will take in 120 tons of coal. Stevedores are at work tonight chifting her cargo so as 10 ave her ready to receive the coal.

Domestic and Foreign Ports. ASTORIA, Or., Jan. 17 .- Arrived in, at 1:20, and left up at 1:20, steamer Homer, from San Francisco, via coast ports. Ar-rived down, at 10:50, British bark Criffel.



This is not an ordinary almanac, but a handsome book, copiously illustrated, and sold for 5 cents on all news-stands. (We simply allow you the two cents you spend in postage for sending.) Great men have written for the Year Book. In it is summed up the progress of the 10th century. In each important line of work and thought the greatest living specialist has recounted the events and advances of the past century and has prophesied what we may expect of the next. Among the most noted of our contributors are :

Secretary of Agriculture Wilson, on Agriculture ; Senator Chauncey M. Depew, on Politics ; Russell Sage, on Finance; Thomas Edison, on Electricity; Dr. Madison Peters, on Religion; General Merritt, on Land Warfare; Admiral Hichborn, on Naval Warfare; "Al" Smith, on Sports, etc.; making a complete review of the whole field of human endeavor and progress,

Each article is beautifully and appropriately illustrated, and the whole makes an invaluable book of reference, unequaled anywhere for the money.

Address J. C. AVER Co., Lowell, Mass."

The things were taken to a lot back of the Scandia House, and an effort was afterwards made to pawn some of the articles. The property was definitely traced to the accused by reliable witnesses. Decisions by Judge Cleland. Judge Cleland decided in the suit of Irving Park Association against Virginia Watson, in favor of the plaintiff. Twenty

persons were associated together, and were to divide a tract of land equally.

inent member, and she, in her far-away home, recalls the pleasant times she had at the gatherings of the corps. It is con-

sidered probable that she and some others of the family will come back here on a visit next summer.

SMITH'S DANDRUFF POMADE

