

IN THE SEVERAL COURTS

MOTHER-IN-LAW CHARGED WITH ENTICING A WIFE AWAY

Interesting Answer of Charles B. Young to Mrs. Byl—Criminal Matters—Court Notes.

Charles B. Young, whose mother-in-law, Mrs. J. B. Byl, sued him to recover \$250 alleged balance due on a promissory note, has filed an answer...

In his answer Young sets forth that in April, 1899, he was living happily with his wife at University...

Mrs. Byl's story, told in her answer, is entirely different from that which the \$250 note was received by her in part payment of a loan of \$700 which she made to her son-in-law...

Probate Court. The will of Jacob Bloom was admitted to probate yesterday, and Sol Bloom was appointed executor without bond...

Robert Livingston, administrator of the estate of Kenneth Mackley, deceased, reported the sale of real property...

The inventory of the estate of George M. Stroud, deceased, was filed. The appraised value is \$2075.

The final account of Jasper Sattler, executor of the will of Anna Voss, deceased, was filed.

Charles H. Payne, administrator of the estate of Kit C. Payne, deceased, reported that among the property of the estate is 350,000 shares of the Sulphite Mining & Milling Company...

Lumber Company's Answer. The City Lumber Company has filed an answer to the suit of E. T. Williams to recover a dividend of \$200 per share...

North End saloon in an intoxicated condition. Fred Echem, also known as Clough, stole the \$90 and gave Flannigan \$20 of it.

Walter Leonard, charged by information with larceny of \$150 from the store of I. Benjamin, pleaded guilty in the criminal court yesterday and was sentenced to one year in the penitentiary.

Cited Before Referees. John Gibbons, Jr., who holds judgment against F. L. Stinson for \$253, originally obtained in the state of Washington, and transferred here, yesterday caused Stinson to be cited to appear before W. L. Brewster, referee, to show cause why he does not pay the judgment.

Decisions Today. The following motions and demurrers will be decided by Judge Sears this morning at 10 o'clock.

The Singer Manufacturing Company vs. T. J. Driver; demurrer to reply. Puffer, Dooby & Co. vs. American Central Insurance Company; motion to refer to a referee.

W. A. Cleland et al. vs. Cyrus W. Barber et al.; demurrer to complaint. Sol Hirsch et al. vs. Salem Flouring Mills Company; motion to strike out parts of complaint.

James C. Stuart vs. Wilson Reid & Co. et al.; motion to strike out parts of answer; demurrer to answer. The Blumfeldt vs. Michael Rodfisch; demurrer to answer.

C. W. Cather vs. W. R. Burt; demurrer to amended answer. E. H. Abgren vs. H. H. Emmons et al.; demurrer to amended complaint.

J. E. Cullen vs. E. W. Hopkins & Co.; motion for a new trial, etc. Assignee's Report. The final account of F. W. Berry, assignee of the Empire Manufacturing Company, as an insolvent debtor, was filed in the state circuit court yesterday.

ISA POOR MAN'S COUNTRY

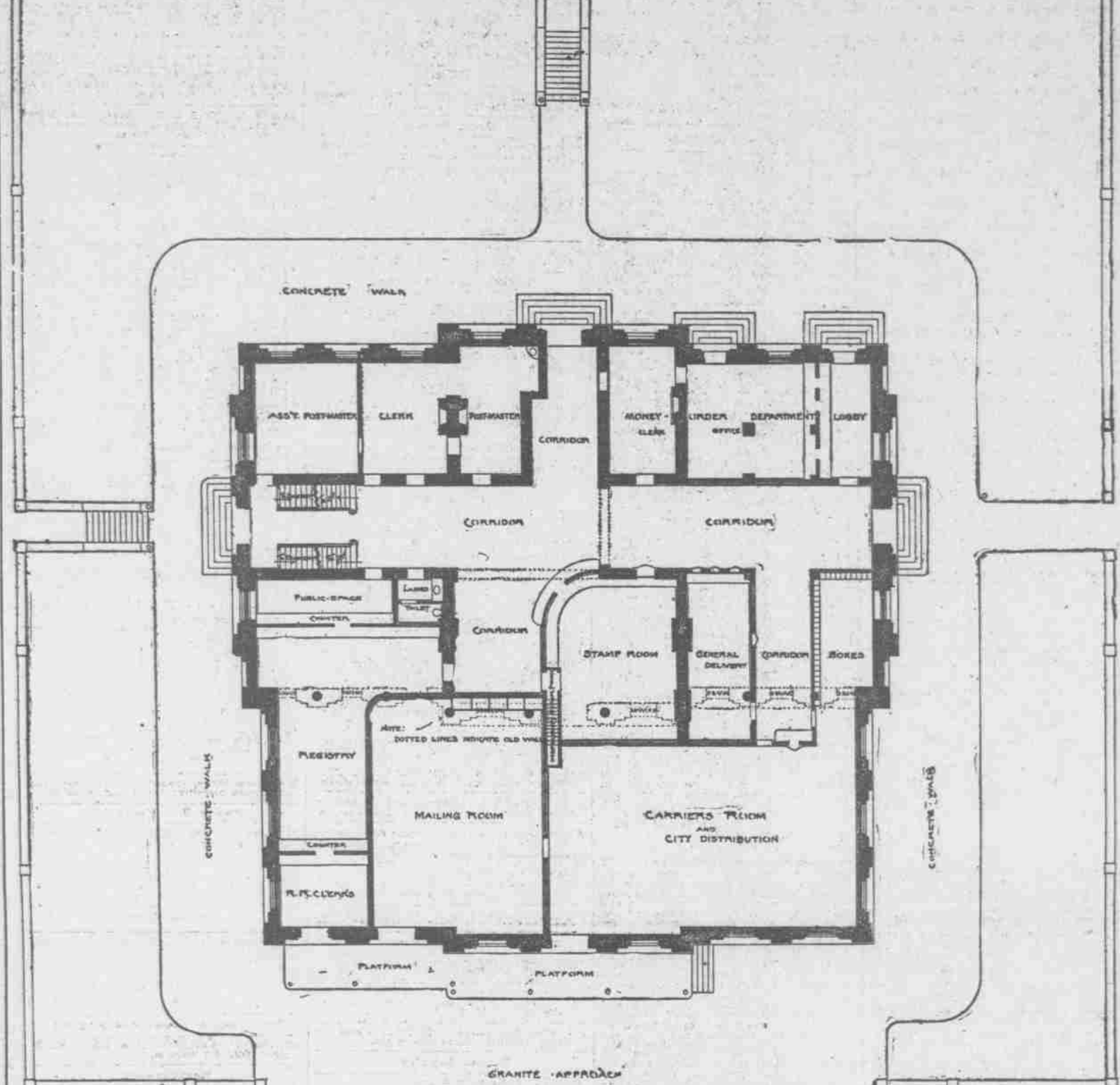
SUCCESSFUL MINER PRAISES CAPE NOME

Thomas Southerland, One of the First White Men There, Tells of Its Richness.

Thomas Southerland, one of the first white men to reach Cape Nome, after the discovery of gold there, is at the Perkins. He has nine placer claims up there, and is preparing to return on the first voyage of the Elder from Portland, where he will take several tons of miners' supplies back with him.

"Nome is a poor man's country," he says. "It is a poor man's country, and it is a poor man's country."

PORTLAND'S NEW POSTOFFICE.



VIEW OF THE BUILDING, WITH THE PROPOSED ANNEXES.

The above is a view of the Portland postoffice as it will appear when the proposed annexes are completed, and a plan of the ground floor of the building when the annex on the west side is built.

Postmaster Crossman has been using his best endeavors for some time to secure this addition to the postoffice, which is much needed, and the estimates included a new roof to the building and numerous alterations and improvements to the interior.

As will be seen by the plan, it is intended to have a station established in the south end of town, where carriers will rendezvous, and which will to some extent relieve the congested condition of the postoffice building.

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THE AFRICAN GRAIN FLEET

BRITISH SHIP MACDUFF MAKES A LONG PASSAGE.

Australian Wheat Now Competing With the Oregon Produce-Nitrate Freight—Marine Notes.

Two of the vessels of the grain fleet which Portland dispatched for the seat of war in South Africa, have reached their destination, arriving within 36 hours of each other.

MARCUS DALY INTERVIEWED

Declares He is Not Fighting Senator Clark. NEW YORK, Feb. 2.—A report has been received in this city to the effect that

BOOMING NITRATE TRADE.

One of the Big Factors in Present High Rates for Wheat Vessels. The British ships Mooltan and Astracana, and the German bark Selene, together with several others, which had previously been reported as coming up from the west coast for wheat, have all taken nitrate charters.

The nitrate business even in a fair way, reach unprecedented proportions. The annual nitrate freight report of Lloyd, Lowe & Co., of London, dated December 11, 1899, which is just to hand, shows there are now sailing vessels of 200,000 tons dead-weight capacity, which are ready to charter.

Of these vessels, 100,000 tons are chartered to the West Coast for nitrate cargoes. The freight report mentioned says: "The nitrate freight market has again shown a rise in the average rate taken up over the year."

"The estimated total export of nitrate for the year represents 1,390,000 tons, being again an increase over the figure of 1,200,000 tons last year, 1,000,000 in 1897, 1,075,000 in 1898, 1,200,000 in 1899 and 1,082,000 tons in 1894.

"The quantity of nitrate vessels dispatched with nitrate, about 800,000 tons arrived on the coast during the year in ballast, and every year further reveals the fact that the tonnage destined to the West Coast with nitrate cargoes from various directions is not sufficient for home-ward requirements."

"For next year a large proportion of the early tonnage has already been taken up at \$75 to \$80, and number of ships have also been chartered for autumn loading at \$25 to \$30. It would appear that a rate of freight of about \$75 to \$80 is a workable one as a basis for future negotiations."

IN PERIL OF FLATTERY.

Big Collier Washenaw Broken Down—Tugs Hastening to Assist. SEATTLE, Feb. 2.—The big iron collier Washenaw, flying between San Francisco and Nanticoke, is in grave peril near Cape Flattery.

The Washenaw is a vessel of 2800 tons gross, 215 feet long, 42 feet beam, and was built in 1887 by the Saginaw Shipbuilding Company, and is operated by Jerome, of San Francisco.

ANCYRA IN COLLISION.

Run Into by the Heathfield Off the California Coast. SAN FRANCISCO, Feb. 2.—The British ship Ancyra, 13 days from Astoria, bound for Cork for orders, put in at this port today, in company with the British bark Heathfield, bound from Newcastle, N. E. by the route of the Pacific.

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Death of Successful Raider of the Seal Hooperies. Captain Hanson, the "Flying Dutchman," whose death by drowning near Victoria was reported in the telegraphic columns of the Oregonian, was a native of the state of Oregon.

There are still three other Portland ships en route for the dark continent from Portland. They are the British bark Loton, hence November 5; British ship Ditherswood, hence November 14, but since reported at Valparaiso with cargo shifted, and the Verjean, hence December 15.

WHERE WRECKS ARE MANY. Not Enough Lights and Buoys in Puget Sound Waters. The Seattle Post-Intelligencer takes exception to the Oregonian's remarks on the perils of navigation in the uncharted and unmarked waters of the Sound and adjacent waterways, where fog, storms, and uncharted rocks, and contrary current play such havoc with shipping.

Called East in a Hurry. If you should be called East in a hurry, be sure to investigate the two routes offered by the O. R. & N. This company will ticket you through to Chicago by way of Huntington and Omaha, to Chicago. The time by either route is only three days.

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