AFTER MANY YEARS

Frederick W. Seward Revisits Alaska and Portland.

HE FIRST CAME HERE IN 1869

Predicts a Great Future for the Pacific Coast—Possible Railway to Siberia—Good Words for Mayor Williams.

Hon. Frederick W. Seward, who, with ex-United States Senator Warner Miller, of New York, and a number of other distinguished tourists from the East, is visiting at the Portland for a few days, is a typical New Yorker, and in many ways resembles his distinguished father, who served as Secretary of State during the War of the Rebellion. In 1869, two years after Secretary William H. Seward had negotiated with Russia for the purchase of Alaska, father and son visited the Pacific Coast, going from San Francisco to Sitka by steamer, and stopping at Portland on the return. The younger Seward, who is now perhaps 75 years of age, has returned to Portland after a lapse of 33 years, finding many changes and improvements in what was then a mere Western village. When seen yesterday on the broad veranda of the Hotel Portland, Mr. Seward said:

"Thirty-three years ago, in company with my wife and my father, I visited the Pacific Coast. As my father negotiated for the purchase of Alaska, members of our family were naturally interested in that territory; hence our visit. We crossed the continent by rail, and upon our arrival at San Francisco were met by Ben Holladay, who placed the steamer Active at our disposal. In company with Mr. Holladay, we journeyed to Victoria, thence to Alaska, via the inland route. After viewing the newly acquired country, we came to Portland, where we were met by Colonel J. W. Nesmith, who escorted the entire party to his farm in Polk County, where we talked over war times and politics. Upon our return to Portland, we were entertained at the Holladay home, on Third and Stark streets. That was in the suburbs in those days, but now I see the city has grown all around it. Portland's growth has been remarkable, indeed, and I am pleased to return to this beautiful city.

"I knew Senator George H. Williams during his official residence at Washington, and I am glad to see that he has been chosen Mayor of your fair city. It is certainly a case of the man honoring the office. Senator Williams is a young man for his age, and I predict for him a most successful administration.

"In regard to Alaska, I believe that the United States acted wisely in making the purchase. The mineral, timber and fishing resources of the country have amply justified the enterprise, and the same resources will bear fruit for generations to come. However, the real value of Alaska lies in its possibilities as an interhemisphere highway. Young men of today will live to see the time when railroads will practically connect America and Asia, going by way of Alaska, with a short transfer across Behring Sea. When this international highway is established, and when the Isthmian canal is finished, the Pacific Coast will be the trade center of the civilized world. The now undeveloped resources of this Coast will then undergo a change, and California, Oregon and Washington will leap to the front rank as manufacturing states. You people here do not realize what a future is in store for you, but when the projects I have mentioned have been completed, you will see and feel the change."

Mr. Seward, who retired from the practice of law some years ago, now lives at his country home on the Hudson, near Montrose. He was graduated at Union College in 1849, and during the Administrations of Lincoln, Johnson and Hayes was Assistant Secretary of State. His public career has been a long and active one, and his old age is being passed in comfort and happiness among scenes of Revolutionary battles. Mr. Seward resembles his father in many ways, having the pronounced Roman nose, a characteristic of the Seward family.

When the assassination of the elder Seward was attempted, in 1865, Mr. Frederick W. Seward saved his father's life by attacking one of the conspirators who entered the family home under a false pretense.

Mrs. Frederick W. Seward, who accompanied her husband to the Pacific Coast in 1869, is still living, and is a member of the visiting party, which will leave this morning for Spokane and the Yellowstone country.

LAND ATTACK ON MANILA

One of the Boys in the Ranks Tells of Anderson's Movements.

PORTLAND, July 22.—(To the Editor.)—Last Sunday's Oregonian, under caption of locals, relates an incident alleged to have occurred between General T. M. Anderson, then commanding United States troops in the Philippine Islands, and Admiral Dewey. The statement that General Anderson disagreed with the Admiral upon the merits of the naval battle in Manila Bay must be accepted "cum grano salis," as every day during our (Second Oregon) occupation of Cavite brought forth some equally reliable story. I am sure the musketeers of the Second Oregon all remember our wireless cablegrams and also the imposing wave-washed edifice where news was manufactured and opinions rendered as to what ought to be done, as also how to do it. We had opinions naturally, but we all did favor General Anderson's plan, i. e., "to take the town," and to take it, as it was afterwards taken, by assault, the genial Admiral's statement notwithstanding.

Your correspondent "L." must surely see the point so well and truthfully taken by Anderson, when he wrote that if any agreement for the capitulation of Manila existed between the Spanish Governor of Manila and Admiral Dewey he (Anderson) was not aware of such an arrangement. "Tis passing strange that Admiral Dewey would withhold such valuable information and thereby cause the loss of life to many of our fellows. Of course, it can be imagined that it was an act of courtesy to please the Hidalgo who wished to re-enact the Chesterfieldian politeness of Gaston and Alphonse. But I can hardly believe that Admiral Dewey has been correctly quoted, "that he permitted a few people to be killed" as a salve to the honor of the Spanish authorities.

Now there are one or two points to consider: First, that the reason the Spanish guns adjacent to Manila did not open fire on our fleet was that Admiral Dewey, it is alleged, notified the Spanish Governor that he (Dewey) would bombard the City of Manila, as well as the fort, San Antonio Abad, in retaliation. The Dons saw the point and religiously avoided using a Krupp gun against our brave lads on the Olympia, though, as the Admiral says, our fleet lay close enough to the aforesaid Krupp guns to "get it," and get it hot, too. Now we all have been told by men who have knowledge of warships that previous to a ship going into action every preparation is made for a fight. Inflammable material, wooden boats, etc., are sent over the side. Now, if I am not very much mistaken, I noticed many of these small boats sent ashore from the fleet, and even heard one or more "shellback" (sailors) say, "This looks like business," thus appearing not as if Dewey made any compact for a capitulation, and indeed I feel sure our gallant Admiral did not intend but that he would be "in it just as much as any of us, with this difference, we would fight it out on the beach with somewhat smaller caliber guns of antique make, with black powder, while the Admiral would referee the game from the bridge of the Olympia.

General T. M. Anderson did prepare the plans for the capture of Manila, his assistant being a gallant soldier, Captain McCane, Fourteenth United States Infantry. Of this I am perfectly well aware. It is generally understood among men of the first expedition that General Anderson wished to make the attack, but that Admiral Dewey was not quite ready. The foregoing statement is exactly as full of veracity, perhaps, as the balance of the wireless cablegrams that became more frequent than our daily bread, while we lived in that corner of luxury, Cavite.

General Merritt arrived a few days before the assault and capture of Manila, and even General Merritt, it appears, was not let into the secret that the Dons would quit "as soon as we began to play ball." So one pretty cloudy morning, August 13, 1898, General T. M. Anderson led the attack in person, he being the ranking officer. General Merritt was observing the affair from the steamer in Manila Bay. Every man who was in that advance knows perfectly well that it did not savor of "opera bouffe," except if we consider the death of noble fellows on both sides merely by-play. I refrain from mentioning any particular regiment engaged in that attack. All were, and are, gallant. It was simply the American Army. It saw its duty and did it. It was led by officers who knew the business and who did not fear to be "right in it." Our then foes, the Spaniards, are now, I trust, our friends. They are not now, nor do we read that they ever were, cowards.

I am somewhat like "L.," not a bit alarmed about the War Department disciplining me, not in the service at present, and also the War Department dearly loves to hear the actual facts, which are given by one who had his hand up to his elbow in the pie on that particular date.

C. C. M'KENNA.

Late Company L, Second Oregon Volunteer Infantry, Field Messenger and Interpreter to General Anderson; Philippine Islands 1898-1899.

Drawn from life.

FREDERICK W. SEWARD

WOMAN AND THE RAT.

How a Heartless Man Cracked a Cruel Joke.

The great horror that every woman is supposed to feel at the sight of a rat is more truth than imagination, as shown by a little incident that occurred at Piedmont Station yesterday, when a large crowd of people were waiting for the St. Johns motor. Quite a number of women were sitting on the bench waiting for the car, when one of the men standing by determined to have some fun at their expense. Giving some of the bystanders a sly wink, he commenced to look intently at the feet of the women, and, after he had attracted the attention of some of them, he turned to a man standing by him and said: "Is that a tame rat? I never saw a wild one so tame," at the same time pointing under the bench upon which the women were sitting.

The man was in the mood for a joke, and was just preparing to say something that would tend to startle them if the rule would hold good, but his remark was not needed. The women had heard the word rat, and that was enough. At first they did not seem to realize thoroughly the great danger that they were in, and one of them began to look under the seat rather cautiously. "Where is the rat?" asked she. "Rat! Rat!" re-echoed the women, and as they commenced to realize the situation the air was soon filled with screams, and they all fled frantically from the place, while the men stood back and enjoyed a good laugh. It is useless to say how they greeted the announcement that there was no rat, and that the scare was all imaginary.

AMATEURS ACT TONIGHT.

Three Stars Will Appear on Programme at Shields' Park.

After two weeks' rustling, Edward Shields has finally secured three amateur acts to appear at his park tonight, and there is apt to be a surprise in store for the audience.

Work has progressed so rapidly on the new balcony that it will be opened to the public on Saturday night. It is constructed of timbers, heavy enough to hold up a railroad train, but Mr. Shields does not relish the idea of accidents. There will be a four-inch rise to each row, and they will be by far the best seats in the park.

There is no let-up to the crowds at this popular resort, and every one is well pleased with this week's performance.

A fine show is promised for next week, head by Mackey and Croix, wholesale dealers in comic and serious goods; Barton and Draper, comedy acrobats, and several more interesting acts. Seats in the new balcony can be reserved in advance by telephone.

BUSINESS ITEMS.

If Baby Is Cutting Teeth,

Be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic and diarrhoea.

CLARK CAME TO PORTLAND

LEWIS AND CLARK JOURNALS PROVE EXPLORER'S VISIT.

Original Documents Show That Captain Clark Sounded Willamette Opposite Portland.

The original journals of Lewis and Clark, which Mrs. Eva Emery Dye will quote in her history of the great expedition, soon to be published here, leave little doubt that Captain Clark sounded the Willamette River between the Albina ferry and the Burnside-street bridge within the present city limits of Portland early in the morning of April 3, 1806. This is the highest point on the Willamette reached by any member of the expedition, and Clark is entitled to all the honor of the achievement. Lewis did not see the Willamette at any time. The river was missed on the journey to the ocean, and on the up-trip Lewis awaited at the camp on the Quicksand or Sandy River Clark's return from the Willamette.

Heretofore it has been taken for granted, on the authority of Dr. Elliott Coues, who edited the journals of Lewis and Clark, Zebulon Montgomery Pike, Alexander Henry and David Thompson, that the farthest point inland on the Willamette reached by Clark was between Waud's Bluff and Swan Island, or off shore from what is now known as University Park. The locality which Clark makes 10 miles up river, reference to which is made below in quotations from Coues, and from the original journals by Mrs. Dye, is, Coues thinks, "certainly not so far — probably about St. John." Coues adds: "The two miles farther he goes tomorrow (April 3, 1806) would bring him about Waud's Bluff and Swan Island, whence it is still four miles to Portland." It should be borne in mind, however, that the journals of the great explorers have been so Allenized, Biddleized and McVickarized that the details of the journey up the Willamette, now one of the most interesting points of the whole undertaking, should be involved in obscurity. When the Allen or Biddle edition was published in 1814 the journey up the Willamette was of minor importance, and it made as little difference then as it did in 1806 whether the river had its sources in Oregon or whether it drained the country down to the Gulf of California, as Clark, in 1806, supposed it did. Coues' work, which will be standard authority until the Lewis and Clark journals are published in their entirety, is simply an annotated edition of the Allen or Biddle edition. Coues had access to the precious journals for only a few weeks in 1892, prior to the publication of his history of the expedition. In this short time he could do little than skim over the journals.

For a better understanding of the subject recourse will be had to Coues, also to the exact copies of the journals quoted by Mrs. Dye. According to Coues, Clark having learned of the Willamette from the Indians, left the camp near the Sandy River at 11:30 A. M., April 2, 1806. That afternoon he examined the country around the mouth of the Willamette, and that night he slept on the site of the present village of St. Johns. The next morning he continued his trip up the Willamette towards Portland, turning down stream at 7 A. M., and rejoining the main body of the party at the camp on the Sandy at 6 P. M. The journey up the Willamette is thus described:

Soon after entering the Multnomah he was met by an old Indian descending the river alone in a canoe. After some conversation with him, the pilot informed Captain Clark that the old man belonged to the Clackamas Nation, who reside on a river 40 miles up the Multnomah. The current of this latter river is as gentle as that of the Columbia; its surface is smooth and even, and it appears to possess water enough for the largest ship, since on sounding with a line of five fathoms he could find no bottom for at least one-third of the width of the stream. At the distance of seven miles, he passed a sluice or opening on the right, 80 yards wide, which separates Wappatoo Island from the continent by emptying into the inlet below. Three miles further up he reached a large wooden house on the east side, where he intended to sleep, but on entering the rooms he found such swarms of fleas that he preferred lying on the ground in the neighborhood. The guide informed him that this house is the temporary residence of the Nemalquinner tribe of the Cushook Nation, who reside just below the falls of the Multnomah, but come down here occasionally to collect wappatoo. It was 30 feet long, and 40 feet deep, built on broad boards, covered with the bark of white cedar; the floor on a level with the surface of the earth, and the arrangement of the interior like those near the seacoast. The inhabitants had left their canoes, mats, bladders, train-oil baskets, bowls and trenchers lying about the house at the mercy of every visitor—a proof, indeed, of mutual respect for the property of each other, though we have had very conclusive evidence that the property of white men is not deemed equally sacred. The guide informed him further that a small distance above were two bayous, on which were a number of small houses belonging to the Cushooks, but that the inhabitants had all gone up to the falls of the Multnomah for the purpose of fishing.

Early next morning (April 3, 1806), Captain Clark proceeded up the river, which, during the night, had fallen about five inches. At the distance of two miles he came to the center of a bend under the highlands on the right side, from which its course, as could be discerned, was to the ESE. At this place the Multnomah is 500 yards wide, and for half that distance across the cord of five fathoms would not reach the bottom. It appears to be washing away its banks, and has more sand bars and willow points than the Columbia.

The story of the end of Clark's journey up the Willamette, as told in the exact copy of the journals quoted by Mrs. Dye follows. The words in brackets are inserted to make the text clear:

The courses and distances taken by Captain Clark in ascending the Multnomah River from its junction with the Columbia River, commencing at the lower extremity of the Image Canoe (Sauvie's) Islands, are as follows, viz.: S. 30 degrees W. four miles to the upper point of a small (Coon) island, in the center of the Multnomah River; thence S. 10 degrees W. three miles to a sluice (Willamette Slough), 80 yards wide on starboard, which, dividing Wappetoe Island from the mainland, discharges itself into Wappetoe Inlet, passed a willow point on larboard S. 60 degrees W. three miles, to a large Indian house on the larboard side (St. Johns), just below some high fir land; the shore is bold and high on starboard side; (vicinity of Willamette Heights); S. 30 degrees E. two miles to the center of a bend (University Park) under the highlands on starboard side, passing a larboard point (Waud's Bluff); from hence (towards Ross Island), the river directs its course to the E. of SE. as far as Captain C. could perceive it. At this place the Multnomah is 500 yards wide and sufficiently deep to admit the largest ship. The river appears to be wasting away its banks in some places, and has more sandbars and willow points than the Columbia. On the morning of the 3d inst., Captain Clark observed that the water had fallen in the course of the night about five inches. He set out early and proceeded up the river (to a point between the Albina ferry and Burnside-street bridge) a few miles, and attempted a second time to fathom it, but with the same success as before; he could not find bottom with his cord of five fathoms for the distance of half the width of the stream. Captain Clark, having fully satisfied himself of the magnitude of this great river, he set out on his return at 7 A. M.

I have but little doubt that this river waters a vast tract of country lying between the western mountains and the mountainous country extending as far south as the waters of the Gulf of California, or about latitude 37 degrees north.

At 11 A. M., Captain Clark arrived at the Ne-er-cho-ki-oo house (on Wapato Island), where he had alarmed the inhabitants yesterday.

The original journals show that Clark came 12 miles up the Willamette, and the Biddleized - Allenized - Couesized editions do not controvert this. There is some doubt of Clark's starting point for the first four-mile stretch of his trip up the Willamette, but this is not material, and it may safely be left to more careful investigation without fear that the conclusion will be disturbed. Leaving the starting point out of consideration, and it was one of the three islands designated as Image Canoe Islands, now Sauvie's Island; the small island in the center of the Willamette River at its mouth is Coon Island. From the point of Coon Island's nearest to Portland, south, 10 degrees west, brings one to Willamette Slough. Three miles south 60 degrees west touches at St. Johns, and an additional two miles south 30 degrees east is off shore from University Park. Measurements of these distances have been made on Willamette River maps, and on the United States topographical map of the Portland quadrangle by Mr. J. S. Polhemus, of the United States Engineer Service, and Mr. E. T. C. Stevens, clerk of the Port of Portland Commission, both of whom are familiar with the Willamette River and the islands in it, and have been found to be correct.

But the Willamette is not 500 yards wide at Waud's Bluff and there is not 20 feet of water there, and never has been for any such width as Captain Clark sounded. The natural presumption is that Clark came closer to Portland than his own estimate of the distance he traveled would disclose.

Indeed, Clark's camp on the Willamette on the night of April 2, 1806, as shown on a map made by Clark and still in existence, but never published, was farther up the Willamette than St. Johns. Whatever doubt there may be on this score, there is no doubt that Clark came far enough up the river to find a width of 500 yards and a depth of five fathoms. The reach of river where this width and depth are at once obtainable is, in the opinion of Mr. Stevens, between the Albina ferry and the Burnside bridge. In all probability it is not far from where the railroad bridge crosses the Willamette. At this point Captain Clark could not have touched bottom with an 18-fathom cord.

The Fall and Winter of 1805 and the Spring of 1806 were pretty much the same as the Fall and Winter of 1901 and the Spring of 1902. Then, as in the past season, there was an abundance of rain, and the Willamette was a huge pond when Clark saw it. Still there was no flood. Mr. Polhemus thinks the Willamette was not 10 feet over the low water gauge when Clark visited it.

Clark's own story of his trip from St. Johns to Waud's Bluff is somewhat loosely worded. He says "the shore is bold and high on the Star'd side, S. 30 degrees E. 2 m's to the center of a bend under the highlands on the Star'd side, passing a Lar'd point." Without close inspection one might easily infer that from St. Johns Clark veered his course to the west side of the river, entering the cove at the foot of Willamette Heights, formed by Guild's Lake. This, however, would be about four miles from St. Johns, and not two miles, the distance to Waud's Bluff. Clark is usually very accurate in his distances. What Clark actually did was to travel to the center of the bend on the east side of the river that was under, that is, overshadowed, by the highlands in the vicinity of Willamette Heights on the west side. There is nothing in the journals, so far as present knowledge of them is concerned, to indicate that Clark approached the western shore, unless when he was sounding for the depth. The course he was following logically took him along the eastern shore, and he hugged it.

Drawn from life.

EX-UNITED STATES SENATOR WARNER MILLER.

Greatest Thief of Modern Times

Career of Adam Worth, who stole $3,000,000, written for next Sunday's Oregonian by William A. and Robert Pinkerton

If a fiction writer could conceive the story of Adam Worth, he might well hesitate to write it for fear of being accused of using the wildly improbable.

The sober, cold, technical judgment passed upon Adam Worth by the greatest thief-hunters of America and Great Britain is that he was the most remarkable, most successful and most dangerous professional criminal ever known to modern times.

Adam Worth, in a life of crime covering almost half a century, looted at least $2,000,000, and most probably as much as $3,000,000.

He cruised through the Mediterranean on a steam yacht with a crew of 20 men and left a trail of looted cities behind him.

He was caught only once, and then through a blunder by a stupid confederate.

He ruled the shrewdest criminals, and planned deeds for them with craft that bade defiance to the best detective talent in the world.

The police of America and Europe were eager to take him for years, and for years he perpetrated every form of theft—check forging, swindling, larceny, safecracking, diamond robbery, mail robbery of every degree, hold-ups on the road and bank robbery—under their very noses with complete immunity.

There were three redeeming features in the life of this lost human creature.

He never was guilty of violence, and would have nothing to do under any circumstances with any one who did.

He never forsook a friend or accomplice.

Because of that loyalty he once rescued his band of forgers from a Turkish prison, and then from Greek brigands, reducing himself to beggary to do it.

Because of that loyalty he became "the man who stole the Gainsborough."

The reason for that theft is told here for the first time. Until now all who knew it were under binding obligations of silence. The motive that caused the deed was unique in the history of modern crime.

And Adam Worth, who had millions and once flipped coins for $500 a toss, died a few weeks ago as poor as he had begun—a poor, penniless thief.

The authors of this article are the managers of the great Pinkerton Detective Agency. Every statement they make is historically true.

The Story will be published in full in The SUNDAY OREGONIAN of JULY 27, 1902

DAILY CITY STATISTICS.

Contagious Disease.

M. W. Akeyson, 976 Macadam street; diphtheria.

Birth.

July 17, girl to Anna Rankin, St. Vincent's Hospital.

Death.

July 18, Gladys Marie Stuart O'Halloran, 5 months 4 days, 346 Ross street; obstruction of bowels.

Building Permits.

Joseph Weber, two-story store and hall, northwest corner of Nevada and Macadam; $1500.

J. A. McKinnon, two-story dwelling, East Salmon, between East Fourteenth and East Fifteenth; $2500.

J. Campbell, two-story store and dwelling, southwest corner of Twenty-fourth and Nicolai; $1200.

W. Bacon, one-story dwelling, Gantenbein, between Sellwood and Knott; $1100.

B. W. Woodfolk, one-story cottage, Dakota, between Wisconsin and Virginia; $400.

Real Estate Transfers.

L. Janin and wife to William S. Lauthers, lots 5 and 6, block 7, Central Albina	$ 300
N. M. and L. M. Davis to L. Janin, lots 5 and 6, block 7, Central Albina	900
R. L. Sabin et ux. to S. A. McDaniel, lot 14, block 3, Laurel Park	5
L. H. Boise et al. to F. S. Grant, E. ½ of lots 7 and 8, block 289, Hawthorne Park	1,250
Alfred L. Beebe to McKinnon Grocery Company, E. ½ of lot 8, block 241, East Portland	850
C. and M. Glidden to K. A. Martin, lot 8 and E. 17.14 feet of lot 9, block 11, Sunnyside Addition	1,100
Edward Backstrand to Alfred Alm, N. 15 feet of NE. ¼, section 18, T. 1 S., R. 4 E.	10
Portland Trust Company to Frank E. Park, lot 12, block 15, Williams avenue	635
Seth D. Wills et al. to E. L. Thompson, 193 acres, section 24, T. 1 S., R. 1 E.	20,000
Ira O. Shattuck to A. W. Johnson, lots 1 and 2, block 1, Vanscheck's Addition to Mount Tabor	500

Abstracts and title insurance, by the Pacific Coast Abstract Guaranty & Trust Co., 504-5-6-7 Failing building.

Lands Closed to Settlement.

LOS ANGELES, Cal., July 24.—The local United States Land Office has received an order from the Secretary of the Interior temporarily to close to settlement some 30 townships lying along the Colorado River, reaching from 30 miles south of the Needles to the Gulf Coast and Mexican line, a distance of over 125 miles. The order is understood by Register Crookshank to be the first move by the Government looking to the development of an irrigation system in the section embraced by the double row of townships along the Colorado River, under the provisions of the recently passed National irrigation law.

THE FINEST DRINK

When You Are Exhausted.

Horsford's Acid Phosphate in a glass of cool water, revives, strengthens and permanently benefits. Far better than lemonade.

EXCURSION RATES TO SALT LAKE CITY.

For the Elks' convention at Salt Lake, August 12-14, the O. R. & N. will sell 30-day round-trip tickets at rate of $23 60; for return through San Francisco via rail or steamer, $44. Tickets on sale August 9 and 10. Call at O. R. & N. office, Third and Washington, for further information.

SECOND-HAND MAN SUED

REVOLVER IN HIS STORE GOES OFF AND WOUNDS A CUSTOMER.

F. E. Dumont Seeks to Recover $5000 Damages for Injuries From Samuel Mazurovsky.

The accidental discharge of a revolver in the hands of the proprietor of a second-hand store is made the basis of a suit for damages which was filed in the State Circuit Court yesterday. The plaintiff in the case is F. E. Dumont, and the defendant is Samuel Mazurovsky, who has a store on North Third street. The complaint alleges that on June 20 Dumont was in Mazurovsky's place, and at that time the defendant was carelessly handling a revolver which he was offering to sell to one William Rinehart. The revolver was loaded, but he did not tell either Rinehart or the plaintiff of the fact. While he was negligently handling the revolver it was discharged, and the plaintiff received a wound in the left arm which has permanently injured that member and diminished his capacity to earn a living. He was confined to the hospital for three weeks, which caused him the loss of $36, which he would have earned had he been able to attend to his work. Medical attendance cost him $177, and he considers himself injured to the further extent of $5000, and also asks for his costs and disbursements.

Must Not Make Castings.

A petition for an injunction restraining the Portland Stove Works from manufacturing castings in exact facsimile of those of James Wilson, of St. Louis, Mo., was filed in the United States Circuit Court yesterday by Wilson and his sole agent, the Simmons Hardware Company. The petition was granted by Judge Bellinger, and the defendant was ordered to appear on August 1 and show cause why a permanent order should not be issued. The representative of the company upon whom service was obtained by the United States Marshal was John Montag, the well-known Democratic politician. Henry Cleave, a member of the company, died some time ago, but he was also named as a party to the suit.

The petition alleges that Wilson is the inventor of an improved steam heater which bears his name. The Simmons Company acted as his sole agent. The right to the sale of these heaters, particularly in Oregon, was worth $10,000, the use of his name $25,000, and the use of the name of the Simmons Hardware Company $500,000. The company had manufactured heaters and castings that led people to believe that they were the product of Wilson's foundry, and he asked that they be restrained from manufacturing metal castings of such design.

Accompanying the petition was an affidavit by J. W. Webb, an engineer, who states that he was offered a stove by the Portland Stove Company bearing the distinguishing marks of the plaintiff.

Court Notes.

A petition in bankruptcy was filed in the United States District Court yesterday by James and Mary Cadegan. The amount of their liabilities was $1582 85, with no assets.

In the case of the United States against E. J. French, convicted of having sent obscene matter through the mail, Judge Bellinger set July 30 as the day for hearing a motion for a new trial.