

FAVOR MOCK TRACT

Bottom Considered Ideal Site for Sectional Drydock.

SHIPPING MEN WANT IT THERE

Eighteen Different Locations Offered to Port of Portland-Indravelli Clears With Large Cargo for the Orient.

While the Port of Portland Commission is deliberating on the selection of a drydock site, the shipping people along the waterfront are spending the time during the dull season arguing for and against the several locations that have been offered for the purpose. Every site has its champions, but the one point that meets with most favor is Mock's Bottom. The river pilots are not a unit for this location, but the majority of them believe it is the best that can be secured. Captain Harry Emplen, who has been doing plotting on the river here since there has been ships to pilot, says that the objection to the current will not hold good. "There is not a strong current at Mock's Bottom," he says, "and at the high stage of the river there is almost dead water in the night when they propose to have the dock opening. There need never be any trouble or danger in taking ships in or out of the dock if it is located there. Another advantage in favor of Mock's Bottom is the nature of the ground. It is a hard blue clay, and when the basin is once excavated, though it will be a long and expensive job, it will last forever. If they undertake to dig a site out in the river anywhere they will find it will fill up with sand almost as fast as it is dug out. Furthermore, Mock's Bottom is close to the foundries and is sheltered from the railroad and is sheltered from all strong up-stream winds. If the Port selects any of the other sites that have been mentioned I think it will be making a mistake."

Property owners at St. Johns are making strong efforts to have the drydock located here, knowing that it will not only help business in a general way, but also prove a great attraction for visitors. There is also a movement on foot by the people of Linnton to try and secure the dock. Another site suggested which has not been mentioned before in the drydock question, and can see no reason why it should not be located there, but the people of Astoria are not paying for this dock.

Up to the present time 15 sites have been offered to the Port of Portland Commission, as follows:

Rufferty Brook offered 460 feet front on the East Side above Madison street bridge. The land was afterward sold to the railroad company and the offer was withdrawn.

F. P. Mays offered 365 feet frontage adjoining the Star Sand Company's property for \$60,000.

The Davis estate offered 300 feet in front of the Sherlock property at the same price.

Samuel Diamond & McCleod gave an option on 15 acres in the Guild donation land claim, adjoining the North Pacific Lumber Company's property, for \$15,000.

P. J. Mann offered 600 feet frontage and 120 feet depth on the Staver tract at \$30 a front foot.

T. L. Elliot offered any part of 240 feet frontage below the Staver tract at \$10 per front foot.

The tract offered by Simon, Dolph & Hirsch is a short distance below Dr. Elliot's property, and is valued the same.

William Jones offered 850 feet frontage and 25 feet depth on the Watts donation land claim for \$17,500.

J. M. Watts offered 120 feet frontage at Linnton for \$10,000.

The J. S. Kaiser tract of 34 acres adjoining Linnton was offered the board for \$25,000.

A site was proposed on the east bank below the Burnside and the steel bridge which would be a good location but for the presence of the railroad along the river bank.

The old Villard drydock site was proposed, but its disadvantages are well known.

G. G. Gammons placed at the port's disposal 260 feet frontage or any portion of it below the Portland Flouring mills at \$100 per acre.

Any portion of the Mock's Bottom tract to a depth of 150 feet was offered at \$25 per front foot.

The Peninsular Real Estate Company offered any part of 37 feet frontage below Mock's Bottom at \$7.50, or would lease the tract.

The Hub Land Company offered 1200 feet front inside the St. John's dike for \$12,000.

R. Weeks, as trustee, offered 1600 feet frontage below the Hub Land tract at \$20 a front foot.

The Water Front Land Company offered at \$20 a front foot, 600 feet frontage 150 miles from the end of the St. John's electric line.

INDRAVELLI HAS LARGE CARGO.
The steamship Indravelli, of the Portland & Asiatic Line, completed her outward cargo late last night, and will leave down an early hour this morning for Yokohama, Hong Kong and other Oriental ports.

As usual the steamer takes out a great cargo of flour, lumber and miscellaneous goods. The total value of the cargo is \$233,350, the flour alone being worth \$125,466. Of the latter article there are 47,300 barrels aboard, consigned to Kobe, Yokohama, Batavia, Shanghai, Port Arthur and Hong Kong. A new item in west-bound shipments is tobacco. The Indravelli has a big lot of the fragrant weed, 626 hogsheads, for Kobe and Yokohama. The lumber measure square feet and is destined for Haiphong and Hong Kong. There are 640 cases and 130 barrels of bottled beer for Hong Kong, Port Arthur and Manila, the bulk of it for the Philippine city. Other articles on the manifest are 200 boxes of apples for Vladivostok, 20 crates of potatoes for Shanghai, 30 crates of bicycles for Yokohama, several boxes of Nagasaki, a quantity of hardware, plate and paper felt, and two boxes of Chinese corpses, sworn to on the manifest as "of no commercial value."

HAD ROUGH TRIP ACROSS.
Steamship Pak Ling, to Load Lumber Here, Arrives at Victoria.

The steamship Pak Ling, which is coming here to load a cargo of Government lumber for Manila, arrived at Victoria, B. C., after a 15-day passage from Yokohama. She had a rough passage across the Pacific, encountered heavy weather, and had to stop to the meridian, and then southeastward, with rain and fog. The steamer left London on December 13, and occupied 32 days to Hong Kong, at which port she arrived on January 21. She occupied a similar time in making the passage from Hong Kong to Victoria.

The steamship brought across a cargo of general merchandise, which included the big boilers built on the Clyde for the

new steamer Princess Beatrice, which is being built at the Esquimaux marine ways for the Canadian Pacific Navigation Company for service on the run to Northern British Columbia ports. The steamer also brought considerable quantities of the catfish. A part of her cargo will be discharged at Vancouver.

According to news received by the Pak Ling, two German lines, competing for the Chinese coasts, have cut their rates down to 50 cents for that long voyage, and one line has thrown in a banquet of roast pig before the steamer leaves on a further inducement to travel.

FOUR LUMBER CARGOES.
Over Two Million Feet Cleared in One Day for California Ports.

Four lumber cargoes cleared yesterday for California ports. The largest shipment is taken by the schooner Oliver J. Olsen, which has 500,000 feet aboard for San Francisco. She was loaded by Inman, Paulsen & Co. The same company put ashore equivalent to 50,000 feet aboard the steamer Robert Dollar for San Pedro. The steamer Aurelia was loaded with 500,000 feet of lumber by the Portland Lumber Company for San Francisco. The Eastern & Western Lumber Company dispatched 600,000 feet for San Francisco on the steamer Despatch.

The British ship Foyedalis is taking on her deck load of lumber at Victoria dock. She will finish this afternoon and will sail for Australia in a few days. The

been lying idle at San Francisco since January 24, will come to Portland to load wheat for the Cape at 21c.

The Port Logan, which lately arrived at Cork with wheat from Portland, reported some loss and damage sustained in heavy weather on the voyage.

The Forest Hall, with wheat from Portland, broke her moorings in Dublin harbor on the last, but the following day was towed back to her berth and moored.

The rate of the General Neumayer, taken by Kerr, Gifford & Co. to load wheat here for Cape Town or Algoa Bay, is 25c 5d. The bark sailed north from San Francisco on the first.

Domestic and Foreign Ports.
ASTORIA, March 6.—Arrived at 7 and left at 10 A. M.—Steamer Columbia, from San Francisco. Arrived down at 8:30 A. M.—British ship Hatten Hall, from Anwerp and British ship Iby, from Port Los Angeles. Condition of the bar at 4 P. M., moderate; wind southwest; weather showery.

Kinsale, March 6.—Passed—British ship Cyrenus, from Portland.
San Francisco, March 6.—Sailed at 11 P. M., March 5.—Steamer Buth, for Portland, sailed at 1 A. M.—Steamer Alliance, for Portland. Arrived at 8:10 A. M.—Steamer Geo. W. Elder, from Seattle River; steamer Kinross, from Tacoma. Sailed—Steamer Alliance, for Coos Bay; schooner Jennie Thelin, for Gray's Harbor; steamer Arcata, for Coos Bay.

Tacoma, March 6.—Arrived—German steamer Totmes, from Hamburg, via Vancouver.

TO HOLD JUNE ELECTION

THREE QUESTIONS TO BE VOTED ON IN PORTLAND.

Morrison-Street Bridge, Sellwood and Albina Ferries to Be Submitted to the Electors.

On June 1 electors in the First Congressional District will vote for a Representative to Congress, and electors in Portland will vote upon three questions, viz: Whether to rebuild Morrison-street bridge; whether to give Sellwood a ferry, and whether to give Albina an additional ferry. If the majority of voters should declare themselves in favor of each of the three enterprises, the Executive Board may sell \$50,000 worth of bonds for the bridge and \$50,000 worth of bonds for Albina ferry, and the Council may appropriate \$15,000 for the Sellwood ferry.

East Portland is unanimously in favor of the new bridge, and probably will carry the election to that end. Most people admit that this is probable. But the success of the two other projects is looked upon as doubtful. Albina already has a ferry, which renders good service. Sellwood is a suburb of comparatively few voters, and will doubtless have diff-

iculty in carrying through its pet desire. The three Legislative acts for the three enterprises contain the same provisions for an election. These provisions read: "This act shall be submitted to a vote of the electors of the City of Portland, and, for the purpose of taking the vote of the electors of said city for such acceptance or rejection, an election shall be held in said city on the first Monday in June, 1903, to be conducted in accordance with the general election laws of the State of Oregon, excepting as herein provided. Election notices shall be issued by the City Auditor. The judges and clerks for said election shall be selected by the City Auditor forthwith after the election of the City of Portland, and two clerks to each city election precinct. Said election shall be held between the hours of 1 and 7 o'clock P. M. of said day. Each elector who votes upon the acceptance or rejection of this act shall be a registered voter in the City of Portland, and shall have printed or written upon his ballot, if voting for its acceptance, the words 'For Morrison-street bridge act' or 'For Albina ferry act,' and, if voting for its rejection, 'Against Morrison-street bridge act' or 'Against Albina ferry act.' The Auditor of said city shall certify to the Executive Board of said city the result of said election, which certificate shall designate the number of votes given at the election for each act, and also the number of votes given against said Morrison-street bridge act or Albina ferry act. And said Executive Board shall meet at the office of the Auditor of said City of Portland within ten days after said first day of June, 1903, and canvass said votes and declare and certify the result of such election. If a majority of all the votes cast shall be for the acceptance of said act, then and in that event said act shall take effect from the date of the official announcement of said result, as heretofore provided. The judges and clerks of election authorized hereby shall return the ballot-boxes, tally sheets and other records of said votes to the City Auditor forthwith after the election shall have been held. "The result of such election shall be certified by the City Auditor and filed in his office, and such certificate shall be conclusive evidence of the regularity of such election and the result thereof. The expenses of said election shall be paid out of the general fund of the City of Portland."

Slashed and wounded as he was, the doctors here think he could have been saved if he had had the proper medical attention from the first. No structure regarded as vital was cut.

The man's friends, however, gave up all hope of saving him. How a man could live with his throat cut was a mystery to them, and medical assistance they regarded as useless. Three stitches were taken in the wound in his throat and no effort was made to dress the other wounds. When he was brought to the hospital he was still dressed in the same clothing as when he committed the deed. The clotted blood had not been washed away from the wound and large quantities of pus and dirt had accumulated in the cuts.

It was only when the man showed signs of recovery, even though he was not doctored, that his friends decided to take him to the hospital. Early yesterday morning the patient began to show signs of returning strength. He opened his eyes for a moment and smiled the hotel-keeper. His appearance seemed to anger the wounded victim, and jumping to his feet he charged upon the object of his wrath. The hotel-keeper dodged him and he rushed violently against the door, tearing it from its hinges, and smashing a pane of glass.

"Pretty lively demonstration for a dying man," thought the hotel-keeper, and then

MANY FIRES IN PORTLAND

DEPARTMENT HAS BUSY TIME FOLLOWING DEKUM BLAZE.

Fifteen Alarms Turned In Three Days—Some Looked Serious, but Damage Was Small.

Yesterday was a busy day for the Fire Department. Six alarms, some of which had fair to represent big fires, were answered during the day.

The old-time superstition entertained by firemen that every big fire is followed by a term of exceptional activity seems to be well borne out in this case, for during the three days that have elapsed since the Dekum fire 15 calls have been answered by the department.

Out of the 15 fires that have started, none has done any amount of damage. The worst looking blaze occurred yesterday, when a pile of rubbish under the Allen & Lewis dock caught fire. The blaze had a good headway when Chemical No. 1 and Hose Company No. 6 arrived on the scene, and it was thought for a time that the dock was in great danger.

The residence of Dr. George B. Story at Twentieth and Johnson streets, caught

they owe their present existence to the fire-fighting heroes. It was about a henry that the fire was threatening everything with destruction. The roof of one of the buildings was afire and for a time it looked as if it was to burn, and if it did, it would surely have set fire to the adjoining structures. Little excitement was shown by the chickens. A member of Engine Company No. 7 said after the fire that the "chicks" had behaved in a much more reasonable manner than most people do at a fire.

An epidemic of fires has been sweeping over Portland since the Dekum fire and the members of the department have had but one day's rest since their hard night's shift. On Thursday no alarms were turned in but each other day has had from four to six alarms.

The alarm from the Dekum building was turned in at 12:40 o'clock on the morning of March 3. The following is the list of fires for the next five days:

- March 3, box 13, 12:40 A. M.
- March 4, box 26, 1:30 A. M.
- March 4, box 26, 1:30 A. M.
- March 2, box 29, 6:22 P. M.
- March 3, box 24, 11:38 P. M.
- March 4, box 23, 11:38 P. M.
- March 4, telephone call, 11:46 A. M.
- March 4, box 312, 4:29 P. M.

WOULD SAVE THE TREES

Resident Voices Vigorous Protest Against Their Destruction.

PORTLAND, March 2.—(To the Editor.) I am a devoted Oregonian, for a long time a resident of Portland, very proud of our city and much interested in improvements about to be made to beautify it and increase its already great attractions. But I cannot understand the long delay in being done. To whom do the beautiful trees of this city belong? Who has the right to trim them and strip off almost every branch, leaving only a tall stump? Or worse, to cut them down? Whose half of the tree's limbs off and leave the other half waving wildly in the wind? Who has the right to trim, and who to kill, by some slow process of grinding the bark and robbing the tree of all nourishment and forcing the passers by to see it in its slow decay?

An inquiry gets the answer. "The roots stop up the ground." "Like anybody ever know a tender thread-like rootlet of a tree to pass through a pipe of terra cotta or iron in which there was no hole, a crack, or imperfectly fitting joint?"

Instead of sacrificing the trees, why not compel the makers of sewers and water-pipes to give perfect pipes? If my trees stop the sewers on my property, why not notify me and allow me the small privilege of repairing the damage done and save my trees? Now are those stumps to remain here for months, to strike every intended beholder with pain and disgust? Whose duty is it to remove them? Are they to remain here and there all over the city? O, ye City Fathers! I pray you let us have "a Commission on Trees" and a "licensed slow process of grinding" to prevent more mischief is done. M. W.

ANOTHER STEAM SHOVEL

Put to Work in Bank South of Inman, Paulsen & Co.'s Lumber-Yard.

The Oregon Water Power & Railway Company will commence grading on Union avenue, south of Inman, Paulsen & Co.'s lumber-yard, as soon as the big steam shovel is in position. The shovel has just been moved over from the long wharf at Stevens' Slough and through the lumber-yard. It will be moved to the east bank of the river on Division street, and then along the gravel road into the deep cut near the foot of Taggart street. Here it will cut through the bank northward toward Division street. Much of the dirt will be needed to fill up the cut at the foot of Taggart street, where gravel has been taken out for street work. The cut in Union avenue at its intersection with Taggart and Clinton is about 25 feet deep. After cutting through this bank the shovel will be pointed south and will cut a roadbed through the bank in that direction.

At Sellwood the big fill north of Spokane avenue has been finished. The fill is 80 feet high and in places 25 feet high.

Silver Plate for Battleship Kansas.
TOPEKA, Kan., March 6.—The State Senate passed resolutions this afternoon providing that a \$150 silver service should be purchased for the proposed new battleship Kansas. The House will concur in the resolution.

PROPOSED SITE FOR DRYDOCK



VIEW OF MOCK'S BOTTOM, NEAR UNIVERSITY PARK.
The above cut shows a view from the south of Mock's Bottom, one of the proposed sites for the new Port of Portland drydock. Of the 18 locations offered, that at Mock's Bottom is considered the most advantageous, all things considered, as it is close to the city, fronts on deep water and is protected from the wind. The commission will probably settle the matter of a selection in a few days.

Crown of India began loading lumber at the Eastern Lumber Company's mill yesterday.

CUSTOM HOUSE TRANSACTIONS.

Statement of February Business in the Willamette District.

The February statement of the transactions of the Custom-House in this district shows a large decrease in exports, compared with the first month of the year, and also smaller shipments than in any month since the crop year opened. The decrease as compared with January was due to the arrangement of the sailing dates of the Oriental steamers, none clearing during the month. There is also a natural falling off in grain shipments as the exporting season draws to a close.

February summary follows:

- Vessels entered from foreign ports..... 12
- Vessels entered from domestic ports..... 12
- Vessels cleared for domestic ports..... 19
- Entries of merchandise for duty..... 33
- Entries of merchandise free of duty..... 13
- Entries for warehouse..... 4
- Entries for export to associated provinces..... 2
- Entries from warehouse for consumption..... 21
- Entries for immediate transportation without appraisement..... 12
- Entries for immediate transportation with appraisement..... 11
- Certificates of registry granted..... 1
- Certificates of enrollment granted..... 1
- Licenses for coasting trade granted..... 2
- Total number of documents for vessels 12
- Value of exports..... \$18,918
- Receipts from all sources..... \$7,216.62
- Duties on imports..... \$7,216.62
- Fines, penalties and forfeitures..... 11.20
- Miscellaneous customs receipts..... 143.70
- Official fees..... 43.80
- Total..... \$7,514.62
- Amount of refunds and draw-backs paid..... \$4,257.51
- The value of domestic exports in the past six months was as follows:

September	\$1,822,956
October	1,447,896
November	1,465,270
December	1,176,850
January	1,461,289
February	788,019

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Larger Steamers for Pacific.

SAN FRANCISCO, March 5.—The Japanese Steamship Company, Toyu Kisen Kaisha, will order the immediate construction of three vessels with a gross tonnage of 13,000 each. Plans and specifications were prepared some months ago. The company will decide on March 20 where they shall be constructed.

This company has a joint service with the Pacific Mail and Occidental & Oriental Lines, each one having three steamships in the service. The Pacific Mail's action in building and buying large, modern ships for the Oriental service from this port makes it imperative for the Japanese line to follow suit. It is understood that the Occidental & Oriental Company will also secure larger vessels.

Again on Overdue List.

Despite her speaking two or three days ago, the overdue French bark Rene Kervier was again placed on the overdue list and quoted at 10 per cent insurance. She is out 133 days from Zanzibar for Hobart. The bark Vendee is at 15 per cent, and the steamer Salsola at 15 per cent and the steamer Carlisle and Bernicia at 10 per cent each.

Loading Lumber at Everett.

EVERETT, March 6.—The bark Vidette and barkentine Northwest are loading 1,200,000 feet of lumber at this port for California ports.

Marine Notes.

The Peru will shift today from the Sand dock to the Eastern Lumber Company's dock.

The German bark Hille, wheat laden, will leave down this morning in tow of the Queen.

The Bladon Hill will complete her cargo of flour at Columbia dock No. 2 today and will go down to the steam.

The German bark Seefahrer, which has

B. C. steamer Senator, from San Francisco; schooner Winslow, for San Pedro; Hamburg, March 6.—Arrived—Bulgaria, from New York; Graf Waldemar, from New York, via Plymouth and Cherbourg.

Liverpool, March 6.—Arrived—Lancastrian, from Boston.

Glasgow, March 6.—Arrived—Arcadian, from Boston.

Moiville, March 6.—Sailed—Parisian, from Liverpool, Halifax and St. John.

Meville, March 6.—Arrived—Corinthian, from St. John and Halifax; Merion, from Boston; Nostrand, from Philadelphia. Sailed—Georgic, for New York.

Liverpool, March 6.—Arrived—Cedric, from New York.

Havre, March 6.—Arrived—La Champagne, from New York.

Glasgow, March 6.—Arrived—Carthaginian, from New York.

London, March 6.—Arrived—Menominee, from New York.

WILL VISIT TOPEKA.

President Promises to Attend Railway Y. M. C. A. Conference.

TOPEKA, Kan., March 6.—President Roosevelt has consented to be present at the international conference of the Railway Y. M. C. A., which will be held in this city from April 20 to May 2. He has not designated the date of his visit, but he will be here on one of the days mentioned. An effort will be made to have him officiate at the laying of the cornerstone of the new Railway Y. M. C. A. building, the money for which was largely furnished by President Ripley, of the Santa Fe.

Miss Helen Gould, of New York, and other well-known people will attend the conference. Delegates will be present from all parts of the world.

PERSONAL MENTION.

Frank Patton, a banker of Astoria, is at the Imperial.

G. W. Overfield, a merchant of Lewiston, is at the Perkins.

J. D. Hamilton, a contractor of Roseburg, is a guest of the Imperial.

N. P. Sorenson, a mill owner of Astoria, arrived at the Imperial yesterday.

State Senator W. Tyler Smith, of Sheridan, is registered at the Imperial.

George F. Meacham, a prominent real estate man of Seattle, is registered at the Portland.

B. A. Seaborg, a canneryman who is well known all along the Pacific Coast, is staying at the Imperial.

Van B. DeLashmutt, ex-Mayor of Portland, and now a resident of Spokane, is staying at the Imperial.

J. E. Rand, the man who grows more strawberries than any other person in Hood River, is at the Perkins.

F. Laurence Walker, manager of Charles R. Hanford, was in the city yesterday and left last evening for San Francisco.

Nelson Bennett, a well-known railroad contractor, is registered at the Portland.

Mr. Bennett recently closed a contract which binds him to construct a dam near Shoshone Falls, in Idaho, which will enable nearly 60,000 acres of arid land to be irrigated. His contract is for a necessary canal and laterals, and the work completed will cost about \$1,000,000.

Mr. Maloney, for some time head janitor in the Postoffice building, but who a year or two ago lighted a match in a room where the gas had been leaking and blew himself into a situation in the Chief Quartermaster's Department at Vancouver, was in the city yesterday. He is a veteran of the Indian and Civil Wars, and he was one of the first of the Indian War veterans to be allowed a pension. It amounts to \$5 per month, and he was granted a pass for two days to come over to Portland to get his vouchers and other documents made out. He is apparently in good health and spirits and has as copious and unceasing a flow of talk as ever.

BUSINESS ITEMS.

If Baby is Cutting Teeth.
Be sure and use Hood's Sarsaparilla remedy. Mrs. Winslow's Soothing Syrup, for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic and diarrhoea.

Three doses of Hood's Sarsaparilla daily after meals for awhile will build you up.

and there insisted upon taking his patient to the hospital.

His condition could not be thoroughly recovered last night, but his chances of recovery seem to be slight. The doctors have little doubt but that blood poisoning will set in from the dirt that has accumulated in the wound, if the cuts have not become septic, however, they think the wounds may not prove fatal.

TROUBLE AT SEA.

Sailors Testify That Officers of Ship Abused Them.

In the United States Court yesterday afternoon A. Kirchoff accused Captain Andrew Aas of beating him with a club. Henry Steppes testified that Mate John Birkstein had assaulted him with a knife, and Albert Christy complained of being knocked down and kicked in the ribs by Second Mate W. Amussen.

These charges were the admission of trouble that occurred between the officers and sailors of the barkentine Amazon, while on the high seas, en route to Portland, and were rehearsed by United States Commissioner Sladen.

Kirchoff testified that about midnight on December 12, the captain sent him up a mast to reef a sail. Before he had finished the captain called him and he came down. The captain looked up at the sail and noticed it was not properly reefed, and immediately began to use abusive language, capping the climax by picking up a large club and chasing the seaman between two lifeboats, where he beat him severely.

This statement was refuted by Captain Aas, who testified that when the mate came on deck he merely called Kirchoff's attention to the poor way in which he had done his work. The seaman, he said, ran away in the dark and "I just picked up a little stick and threw it in his direction, in fun. I had no idea of hitting him."

Henry Steppes, a new seaman, testified that Mate John Birkstein had assaulted him with a knife because he would not go up to the top-gallant mast when ordered. The mate denied striking Steppes with a knife, but admitted having slapped him in the face "on account of his stubbornness."

Albert Christy (colored) was sworn next. "Well, Judge," said he, "I was at the wheel on the occasion of our difficulties. I was steering for the first time in my life. Amussen came aft and said: 'What's the matter with you? You ain't steering right.' Then he cussed me and I told him I did the best I knowed how. He raised me a cuss and knocked me down and kicked me around the deck for a long while, and that's all I know about it."

Amussen took the stand and admitted having struck Christy in a fit of wrath, but said he had only slapped the colored man, and had not kicked him, and that he had apologized afterward for his conduct.

Several other seamen testified both for the defendants and plaintiffs, and the boat finished about a draw.

Commissioner Sladen decided the evidence to be sufficient to remand the case to the grand jury, although he said that he was inclined to believe the plaintiff's story and only wished it was in his power to punish the officers. After a good talk he dismissed the offenders and sent them on their way rejoicing.

Silent Plea for the Adult Blind.