NICOMEDIA PAYS BUT SMALL DUTY

Regular Liner Arrives With Smallest Shipment Entered for Some Months.

MATTING PRINCIPAL ITEM

Large Shipment of Rice and Chinese Merchandise for Portland—Camphor for New York and Boston. Alesia Due in Ten Days.

The regular liner Nicomedia, of the Portland & Asiatic Steamship Company, entered at the Customs-House yesterday with the lightest cargo which has been brought from Chinese and Japanese ports for many months. The Nicomedia brought less than 10,000 rolls of matting, and comparatively small quantities of rice and curios.

Duties which will be paid on the cargo of the Nicomedia will fall about $40,000 short of what generally nets the Government from an Oriental boat. The most valuable article in the way of duty is silk, and there were only four bales on the steamer. The Alesia, which is due to arrive within the next ten days, will have a valuable cargo and upwards of $100,000 will be paid to the Government in duties on her cargo.

Steamship service between Portland and Oriental ports has been badly demoralized during the past three months. The Arabia, which sailed Monday, was more than three weeks behind her schedule. She was held up at Hakodate on account of storms. The Nicomedia has fallen behind a few weeks, due to bad weather, and the Alesia and the Numantia are also a little off their schedules.

The Alesia will bring, in addition to her general cargo, a large quantity of firecrackers. These will all be cleared at Portland, and the duty will be very large. Last Spring the Arabia brought in, as part cargo, firecrackers on which Bush & Co. paid the Government more than $100,000 in duty. Several carloads of the explosives were sent East in bond.

The complete inward manifest of the Nicomedia follows:

Matting—For Portland, 1018 rolls; Houston, Tex., 520 rolls; Dallas, Tex., 360 rolls; Louisville, Ky., 1717 rolls; St. Paul, 300 rolls; New Orleans, 4251 rolls; Pittsburg, Pa., 529 rolls. Total, 8495 rolls.

Rice—For Portland, 7203 bags.

Merchandise—For Portland, 1456 packages; Chicago, 5 packages; Montreal, 130 packages; Astoria, 34 packages; San Antonio, Tex., 1 package; Boston, Mass., 5 packages; Denver, Colo., 56 packages. Total, 1763 packages.

Pepper—For Portland, 3 bags.

Gunnies—For Portland, 312 bales.

Pineapples—For Portland, 322 cases.

Tin—For Portland, 96 slabs.

Tea—For Portland, 50 chests; Kalamazoo, 25 chests; Dubuque, Ia., 150 chests. Total, 225 chests.

Peanuts—For Portland, 500 bags; New York, 42 bags. Total, 542 bags.

Curios—For Portland, 8; New York, 34; Chicago, 121; Peoria, 5; Kansas City, 3. Total, 171.

Silk—For Portland, 4 bales.

Camphor—For New York, 475 tubs; Boston, 233 tubs. Total, 708 tubs.

Linen—For Portland, 2 bales; New York, 65 bales. Total, 67 bales.

FORE TOPMAST CARRIES AWAY

British Bark Engelhorn Reaches Esquimalt in Crippled Condition.

VICTORIA, B. C., Jan. 30.—The British bark Engelhorn, with cement, from Hamburg for Seattle and Tacoma, was towed to Esquimalt this morning for survey, ordered by her owners by cable. The Engelhorn, which is 179 days from the German port, encountered a series of heavy gales in latitude 57 south and longitude 74.30 west, beginning November 22, and lost her foretopmast, which came down when the ship labored in the heavy sea, bringing down five yards and all the rigging.

Joannsen, a Swedish seaman, was on the foreyard when the wreckage fell about him. He escaped without injury. Another seaman was struck by a falling block and badly injured. The ship rolled, rails under. Her cargo shifted and the decks were flooded. The shipping seas made difficult the work of clearing the wreckage, which battered against the vessel. While clearing the wreckage a seaman fell off the foreyard, but escaped without injury. Another sailor was almost washed overboard, being thrown into the scuppers and cut severely.

The sailmaker, George Hayward, an American, died suddenly when off the North Falkland Island, and was buried at sea.

CHANNEL WILL NOT BE CLOSED

United States Engineers Will Not Allow False Work to Be Built.

Colonel S. W. Roessler, United States Engineer, has denied the petition of Contractor Atkinson, of the Portland & Seattle Railway, for permission to close half of the channel of the Willamette River at the bridge of that railway above St. John. Mr. Atkinson requested the Engineer's office to permit him to construct falsework in one side of the draw in order to facilitate the construction of the draw for the new bridge.

At the conference yesterday a number of river men and steamboat owners were questioned as to the advisability of closing half of the channel. They agreed that it would hamper the movement of steamers. Mr. Atkinson said that he could move the steel on barges, but that the work would be greatly advanced by the construction of falsework. Colonel Roessler decided that the channel could not be closed.

TILLAMOOK TO BAY CITY

New Steamer Will Divert Trade to San Francisco.

TILLAMOOK, Or., Jan. 30.—(Special.)—The Miami Lumber Company will put the steamer Minnie B. Kelton on between San Francisco and Tillamook and will carry freight and passengers between the two ports. She is a 1000-ton steamer, has accommodations for 40 passengers and will carry 1,000,000 feet of lumber. This will divert a large amount of Tillamook business from Portland to San Francisco.

Stabbing Affray on Bessie Dollar.

Because Ah Sam, the Chinese cook on the steamer Bessie Dollar, couldn't agree with his fellow seamen, and stabbed one of them with a butcher knife, the Chinaman was lodged in the County Jail last night. He will be held until the ship sails.

Steamer Katanga Battered by Ice.

SAN FRANCISCO, Jan. 30.—A cable message from Yokohama received by the Merchant's Exchange says that the British steamer Katanga, bound to Dalny, from Seattle, suffered much damage during the voyage. Her propeller was damaged by ice, her rudder stock was bent and her forepeak and after decks sprung leaks, owing to the strain of the vessel's contact with heavy ice. It will require 30 days to make the necessary repairs.

Runs Short of Fuel.

SAN DIEGO, Cal., Jan. 30.—Loaded with 75,000 railroad ties for the Southern Pacific Railroad, to be discharged at Guaymas, Mex., the British steamer Ferndene, Captain R. J. Fisher, has put in here with barely enough coal on board to keep her fires burning. She cleared from Otaru, Japan, December 31, with enough coal to make the run. She met with heavy weather, during which one sailor was killed and another injured.

Sailors Sick With the Grip.

Sailors of the British bark Lady Wolsely are all down with the grip and the sailing of the vessel may be delayed for several days. Six men who entered the Columbia River on the craft are still by her and all of them are confined to their bunks. A doctor is in attendance and it may be found necessary to take them ashore for treatment.

Berwick Arrives With Frozen Fish.

The gasoline schooner Berwick, from Rogue River, arrived up yesterday with 295 boxes of frozen salmon, which are being discharged at the cold storage dock. The Berwick will load general cargo at Couch street for Port Orford and Rogue River. This is the first trip of the Berwick to the Columbia since November. During the Summer months she makes a round trip a month.

Raymond Shipping.

RAYMOND, Wash., Jan. 30. — The schooner Espada sailed yesterday morning from the Raymond Lumber Company's mill with 850,000 feet of lumber for Callao, Peru.

The steamer Carmel arrived yesterday and is loading at the Siler mill for San Francisco.

Initiative Petitions Completed.

The Port of Portland initiative petitions which have been circulated during the past week by the Portland Chamber of Commerce were yesterday filed with the president of the Port of Portland. The total number of signatures secured was 2420, the required number being 1485.

Marine Notes.

The British bark Amazon went to the stream yesterday. She will leave down Saturday.

The French bark Buffon shifted from the Centennial dock to Irving yesterday afternoon.

The schooner Mabel Gale will leave down tomorrow. She is lumber laden for San Francisco.

The steamship Costa Rica sailed yesterday for San Francisco. She carried a full cargo of freight and 50 passengers.

The United States lighthouse tender Armeria has gone to Coos Bay to replace the whistling buoy which recently went adrift.

The steamship Roanoke sailed last night for Eureka, San Francisco and San Pedro. She had a good-sized passenger list and a full cargo of freight.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Rose City	San Francisco	Ind'f't
Northland	San Francisco	In port
Nicomedia	Hongkong	In port
JohanPoulsen	San Francisco	Jan. 31
Alliance	Coos Bay	Feb. 1
Senator	San Francisco	Feb. 2
Breakwater	Coos Bay	Feb. 2
Alesia	Hongkong	Feb. 4
Geo. W. Elder	San Pedro	Feb. 4
R. D. Inman	San Francisco	Feb. 6
Costa Rica	San Francisco	Feb. 10
Roanoke	Los Angeles	Feb. 11
F. S. Loop	San Francisco	Feb. 12
Numantia	Hongkong	Mar. 2
Arabia	Hongkong	April 20

Scheduled to Depart.

Name.	For.	Date.
Rose City	San Francisco	Ind'f't
Northland	San Francisco	Feb. 1
Alliance	Coos Bay	Feb. 2
JohanPoulsen	San Francisco	Feb. 4
Senator	San Francisco	Feb. 5
Breakwater	Coos Bay	Feb. 5
Geo. W. Elder	San Pedro	Feb. 6
R. D. Inman	San Francisco	Feb. 9
Costa Rica	San Francisco	Feb. 12
Nicomedia	Hongkong	Feb. 12
Roanoke	Los Angeles	Feb. 13
F. S. Loop	San Francisco	Feb. 15
Alesia	Hongkong	Feb. 20
Numantia	Hongkong	Mar. 12
Arabia	Hongkong	April 27

Entered Thursday.

Roanoke, Am. steamship (Dunham) with general cargo, from San Pedro and way ports.

Berwick, Am. gasoline schooner (Jacobson) with general cargo from Rogue River.

Nicomedia, Ger. steamship (Wagemann) with general cargo from Hong Kong.

Cleared Thursday.

Roanoke, Am. steamship (Dunham) with general cargo for San Pedro and way ports.

Minerva, Nor. steamship (Mathison) with 3,327,000 feet of lumber, valued at $143,530, for La Boca.

Costa Rica, Am. steamship (Mason) with general cargo for San Francisco.

Arrivals and Departures.

PORTLAND, Jan. 30.—Arrived, gasoline schooner Berwick from Rogue River; sailed, steamship Costa Rica for San Francisco; steamship Roanoke for San Pedro and way ports.

Astoria, Jan. 30.—Condition of bar at 5 P. M., smooth; wind east, 4 miles; weather cloudy. Sailed at 7:40 A. M., steamer F. S. Loop for San Francisco. Arrived down during the night and sailed at 10:40 A. M., steamer Breakwater for Coos Bay. Arrived down at 8:30 A. M., and sailed at 10 A. M., steamer Argyll for San Francisco. Arrived down at 9 A. M., Fr. bark Sully. Sailed at 9 A. M., Ger. steamer Germanicus for Sydney. Sailed at 9:15 A. M., Nor. steamer Minerva for Panama. Left up at 12 M., Ger bark Nal. Arrived down at 1 P. M., Fr. bark Armen. Arrived at 3 P. M., and left up at 4:30 P. M., Nor. steamer Haldis from San Francisco.

Redondo, Jan. 30.—Sailed, January 26, schooner Alvena for Columbia River.

Port Pirrie, Jan. 30.—Arrived, January 27, Br. steamer Woodford from Portland.

San Francisco, Jan. 30.—Cleared, Fr. bark La Perouse and Br. ship Crown of Germany. Arrived, steamer Lansing from Portland.

Victoria, Jan. 30.—Arrived, ship Engelhorn (Br.) from Hamburg.

Astoria, Jan. 30.—Sailed, steamer Germanicus (Ger.) for Sydney.

SAN FRANCISCO, Jan. 30.—Arrived, steamer Thor (Nor.) from Newport News; steamer Salaitis (Ger.) from Hamburg, etc.; bark Moliere (Fr.) from Swansea. Sailed, steamer Admiral Fourichon (Fr.) for Havre, etc., via Victoria; steamer Mongolia for Hongkong, etc.

San Francisco, Jan. 30.—Arrived, schooner Advance, Coos Bay. Sailed, steamer Santa Barbara, Grays Harbor; steamer Newburg, Grays Harbor; steamer Hornet, Grays Harbor.

Tides at Astoria Friday.

HIGH.	LOW.
10:56 A. M...9.0 feet	5:07 A. M...3.6 feet
	10:00 P. M...1.3 feet

DIVIDING THE STATE

Senator Fulton's Bill for Two Judicial Districts.

TROUBLE IN THE HOUSE

Inclination to Hold Down on Legislation Carrying Any Appropriations—Text of the Provisions of the Bill.

OREGONIAN NEWS BUREAU, Washington, Jan. 30.—Senator Fulton's bill dividing the State of Oregon into two judicial districts, East and West, as it passed the Senate, provided:

That there shall be, and hereby is, created an additional judicial district in the State of Oregon, said state being hereby divided into two judicial districts, which shall be known as the Eastern and Western Judicial Districts of the State of Oregon. The Eastern District shall include the Counties of Baker, Malheur, Harney, Grant, Union, Wallowa, Umatilla, Morrow, Sherman, Gilliam, Crook, Wheeler and Lake, with the waters thereof. The Western District shall include the residue of said State of Oregon, with the waters thereof.

Section 2—That the District Judge and all officers who have been heretofore appointed for the District of Oregon as heretofore constituted and are in office at the time of the taking effect of this act shall continue in office as such Judge and officers of the Western District of Oregon until the expiration of their respective terms, or until their successors are appointed and qualified, and the said Judge shall have the same powers and jurisdiction, except territorial, and the said Judge and all such officers shall perform the same duties and receive the same compensation as heretofore.

Miss Maude Ashford, Bride-to-Be of Senator Henry Gassaway Davis.

Miss Maude Ashford, the Washington society reporter who has formally announced her engagement to Henry Gassaway Davis, will, it is said, receive a wedding gift from the bridegroom of $1,000,000. The aged West Virginian, who was the Democratic candidate for Vice-President in 1904, is said to have a fortune of $30,000,000. In return for the million the bride, it is said, renounces her dower rights.

Officers for Eastern District.

Section 3—That the President, by and with the advice and consent of the Senate shall appoint for said Eastern District of Oregon, said state being hereby divided into two judicial districts, which shall be known as the Eastern and Western Judicial Districts of the State of Oregon. The Eastern District shall include the Counties of Baker, Malheur, Harney, Grant, Union, Wallowa, Umatilla, Morrow, Sherman, Gilliam, Crook, Wheeler and Lake, with the waters thereof. The Western District shall include the residue of said State of Oregon, with the waters thereof.

Section 2—That the District Judge and all officers who have been heretofore appointed for the District of Oregon as heretofore constituted and are in office at the time of the taking effect of this act shall continue in office as such Judge and officers of the Western District of Oregon until the expiration of their respective terms, or until their successors are appointed and qualified, and the said Judge shall have the same powers and jurisdiction, except territorial, and the said Judge and all such officers shall perform the same duties and receive the same compensation as heretofore