

WALTER GADSBY TO RESIST ALIMONY

Wife Now Receives Half His Salary, Defendant Avers in Demurrer.

DIVORCE TO BE OPPOSED

Denial Made That Husband Is Partner in His Father's Business.

Hills Able to Provide for Daughter, Declared.

For the second time Attorneys Charles J. Schnabel, C. H. Carey and Walter P. La Roche will make an effort today to quash the divorce complaint of Beatrice L. Gadsby on technical grounds.

When the complaint was first filed seeking a divorce from Walter M. Gadsby, the wife named her mother-in-law, Mrs. Nellie Gadsby, as a co-defendant with her husband, demanding of the mother-in-law a house and lot which the plaintiff claims to own.

It is a demurrer to this amended complaint, and a motion to strike out parts of it which is to be heard by Presiding Judge Morrow in the Circuit Court today.

Petition for Alimony Resisted.

Walter Gadsby's attorneys will also file affidavits counter to a motion of Beatrice Gadsby that her husband be compelled to pay her suit money and alimony pending the outcome of the divorce suit.

Walter, William and Benjamin Gadsby have made affidavit that Walter has no interest in the furniture firm, but that Walter and Benjamin are only employees, Walter receiving \$125 a month, \$50 of which he pays as board, and \$25 to his wife, Benjamin Gadsby says he twice tried to arrange with his brother's wife for an interview between the separated couple, but without success.

Husband Denies Desertion.

Walter denies the charge of desertion made by his wife. He says that, on the contrary, his wife deserted him in September, 1908, and went to live with her parents. He admits that on October 15, the same year, she asked him to return, and that because he was smarting under what he considered an injustice, he refused.

He says that further evidence of her estrangement from him is that she named their child John Horace, when she had promised to name it Walter if it were a boy. Her statement that she has only \$400 is untrue, he alleges, as she recovered judgment against his father for \$3000 and costs, which, he says, was paid. She also has diamonds worth about \$500, he says, and wedding presents worth more than \$1000.

He says that his property consists only of his personal belongings and \$1050 in cash. He asks the court to disallow the alimony claim, as he will be unable to pay his wife more money, he says, and if the court order is made will be unable to defend himself at the time of trial.

HARNESS MEN WANT RISE

Leather-Workers' Union Gives Employers Until March 1 to Decide.

The International United Brotherhood of Leather Workers on Horse Goods has given employers of this class of labor throughout the United States and Canada until March 1 to reply to a demand for an eight-hour day, and for an increase of 15 per cent in the prices paid piece-workers.

A letter explaining why the change in wage scale is demanded was sent out by Local Union No. 56 February 16. It is signed by John Yost, president of the local union, and E. M. Hogue, secretary, as well as by a committee composed of Peter Yost, Chris Williams and T. A. Fulman.

Local employers of leather workers think Eastern firms will act regarding the demand of the union in a short time, and expect to follow that action. No reply has yet been sent to the union. At present journeymen leather workers are receiving from \$2 to \$3.50 a day. The employers do not expect a strike. The last strike of the harnessmakers was in 1892, when the union remained out for seven months in an unsuccessful effort to have the wage scale increased.

PERSONAL MENTION.

T. W. Ayers, of Pendleton, is at the Imperial.

Mrs. T. C. Warner, of Pendleton, is at the Oregon.

J. A. Carpenter and Mrs. Carpenter are at the Lenox.

O. J. Peterson, fish packer at Astoria, is at the Nortonia.

W. A. Adams, and family, of Salem, are registered at the Lenox.

Fred Barker, a real estate man of Astoria, registered at the Cornwell yesterday.

Rev. D. A. Thompson, who has been sick for the past three weeks, is now recovering.

Mr. and Mrs. W. P. Lindenberger came up from Astoria yesterday and went to the Portland.

Mrs. W. A. Stusher, of Pendleton, is visiting Robert G. Breckenridge and wife at the Portland.

C. E. Fuller and wife, of Newberg, were among the storm-bound arrivals at the Lenox last night.

Frank Davenport, sawmill timber owner at Hood River, arrived at the Perkins yesterday.

W. P. O'Brien, a political factor in Astoria, registered yesterday at the

Ramapo, and is accompanied by Mrs. O'Brien.

W. D. Mister, of Albany, is staying at the Perkins. He is interested in British Columbia timber lands.

Gilbert Hunt and Mrs. Hunt came to the Portland yesterday in anticipation of the Schumann-Hick concert.

C. W. Nibley, engaged in building contracts and maintaining headquarters at Salt Lake, is at the Portland.

S. R. Walker, engaged in the promotion of farm lands and Roseburg estate, arrived at the Perkins yesterday.

W. H. Eccles, manager of the Oregon Lumber Company, interests at Hood River, is at the Oregon for the week.

Ex-Councilman Willis is recovering from a slight surgical operation performed at St. Vincent's Hospital a few days ago.

Alex. Reisk, whose Hood River apples have furnished a state-wide reputation to his orchard, came to the Imperial yesterday.

Captain A. Dunham, master of the Roscoe, employed in the Portland-San Francisco trade, is staying at the Oregon while his vessel is in port.

W. C. Harding, of Roseburg, is among the stockmen and politicians who are thronging the Imperial lobby, while waiting for either sunshine or rain.

W. W. Broughton, of St. Paul, and M. J. Costello, of Seattle, traffic manager and assistant traffic manager, respectively, of the Great Northern Railway Company, were in Portland yesterday.

Julian Steunenberg, brother of the Idaho Governor who met death through the explosion of a bomb which the notorious Harry Orchard confessed to having placed, is among Caldwell arrivals at the Perkins.

Henry Lindley, of Seattle, arrived at the Cornwell last night and is awaiting the arrival of Samuel Hill, both gentlemen being interested in the company which has recently acquired the Home Telephone interests in Portland.

CHICAGO, Feb. 22.—(Special.)—Oregon people registered at Chicago hotels today as follows:

Charles L. Saunders, at the LaSalle; J. B. Hammond, William Penn Evans, at the Congress; F. S. Inches, at the Brevoort; Mr. and Mrs. J. R. Dodson, at the Wellington; B. C. Miles, of Salem, at the Palmer House; Ellis Jennings, at the Morrison.

DELMONTE, Cal., Feb. 22.—(Special.)—Mr. and Mrs. E. L. Thompson and son, of Portland, arrived in an automobile at the Hotel Delmonite today.

NEW YORK, Feb. 22.—(Special.)—Northwest people registered at leading hotels here yesterday as follows:

From Portland—A. P. Wheeler, at the Marie Antoinette; Dr. C. B. Brown, at the Algonquin.

From Greenburg, Or.—F. Craler, at the King Edward.

From Walla Walla, Wash.—Miss A. Rucker, W. Porter, Mrs. W. R. Hooker, Miss J. Baird, at the Flanders.

From Tacoma—D. C. Scott, Mrs. D. C. Scott, at the St. Andrew.

From Spokane—J. J. Jones, Mrs. J. J. Jones, at the Murray Hill.

From Seattle—W. Kellogg, at the York; G. H. Raymond, at the Wolcott; H. G. Tremain, Mrs. H. G. Tremain, Mrs. A. P. Comings, at the Grand; F. L. Balentine, at the Manhattan.

CHICAGO, Feb. 22.—(Special.)—H. Brown, of Portland, is at the Morrison and L. L. Matlock at the La Salle.

STOCK WINTERING WELL

OWNERS WHO STORED HAY WILL SUFFER SMALL LOSS.

Harney County Is Center of Interest of Homeseekers—Crook County Booming, Too.

J. F. Mahon, a stockman of 41 years' experience in Eastern Oregon, and at this time operating one of the largest ranches in Harney County, is at the Imperial.

"Stock losses have been confined to localities," said Mr. Mahon last night. "It is the same old situation which the cattle and sheepmen have always faced—the men who prepare for winter by cutting and curing hay for feeding during the stormy weeks will come through without great loss. The fellow who trusted to Providence and the gusting qualities of his animals is going to be hurt some."

"As a general thing, the owners in Harney County are in good shape, and so far as I can ascertain the men who drifted their stock to the deserts south of Steen Mountain will come out fairly well. Guinn & Anderson are in there with 10,000 sheep, J. G. Billingsly has 10,000, A. Brown 8000 and the Basques, always drifting with the storms, are innumerable. Reports are to the effect that they are going to meet the lambing season, beginning about March 1, with strong ewes, and unless the present storm shall linger until late in the month, which would be unusual, the sheep and lambs should not be so weak as to be unable to meet ordinary weather conditions."

"Harney County is receiving attention from land-seekers in extraordinary numbers. You Portland people don't seem to understand what is going on. It is a fact that people are traveling ahead of the railroads now building into Crook County in such numbers that it is almost impossible to care for them. They believe that some of the surveys for proposed roads into Harney County will soon be utilized, and homeseekers are lining up at available lands. The stages are more than crowded, people seeming to hang on the sides of the wagons in their eagerness to find their way into the interior. A large part of Harney County is the best kind of wheat land, I personally secured 38 bushels to the acre after cutting the crop with a mower, raking it with a hayrake and stacking it with an ordinary hay tosser. You can imagine the loss."

PRAYER DAY ANNOUNCED

Interdenominational Services to Be Held Tomorrow Afternoon.

The interdenominational day of prayer will be observed by Portland churches tomorrow from 2 P. M. to 5 P. M. in the parlors of the First Congregational Church, Park and Madison streets. The list of speakers and the subjects to be presented are as follows:

Presbyterian—Leader, Mrs. C. M. Wood; "Our Work and Needs in the World Today," Mrs. Dunning.

Methodist—Leader, C. W. Jones; "House-to-House Work in Our Great Cities," Miss Kueter; "Our Oriental Work," a Japanese.

Congregational—Leader, Mrs. D. B. Gray; "Our Work in China," "Our Seaman," Mrs. Roper.

Christian—Leader, Mrs. J. F. Faust; "Work Among Our Mountain Whites and Indians," Mrs. C. O. Kuriz; "Work in India," Mrs. C. O. Kuriz.

Y. W. C. A.—Leader, Mrs. Honeyman; "Prayer for Lost Womanhood and Ruined Manhood of Our Land," Mrs. Lola Baldwin.

Baptist—Leader, Mrs. James Felling; "Work Among Our Red Men," Mrs. F. Ayers; quiet, by Mr. and Mrs. Johnson.

The busiest and mightiest little thing that ever was made is Chamberlain's Stomach and Liver Tablets. They do the work whenever you require their aid. They are gentle, and strengthen into strength, listlessness, weakness, gloominess into joyousness. Their action is so gentle you don't realize they have taken a purgative. Sold

OPEN WAY MUST BE

East Side Business Men Fear O. R. & N. Plans Grab.

LINE WANTS 14 BLOCKS

President Atchley Says Vacation of Territory From East Oak to Holladay Avenue Will Bottle Whole East Side.

That the East Side Business Men's Club is active for the protection of the interests of the entire city in insisting on compensation for the vacation of streets between East Oak street and Holladay avenue from the O. R. & N. Co., and is not antagonistic to the railroad company, was declared by President Atchley yesterday in discussing the vacation question.

"He said that if it became necessary to resort to the referendum to protect the city the club will not hesitate to do so."

"The railway company," said Mr. Atchley, "is asking for fourteen streets between East Oak street and Holladay avenue, comprising more than four blocks of property, which, at a conservative estimate, is worth \$100,000 a block. Vacation of these streets at this time will mean the permanent bottling up of the East Side for all time to come. Against this condition the East Side Business Men's Club is fighting."

Only Amendment Asked.

"We are really only asking an amendment of the East Third-street franchise that it may open the way to the approach to the proposed railroad bridge to all other railroads. There is a little space of eight blocks, I believe, between the end of the East Third-street franchise and the bridge approach, where there is no common-user provision and which bottles up the East Side. This we desire to see removed, and this Curtis G. Sutherland, of the Southern Pacific Company, says the company never will consent to drop. We are going to insist that this obstruction to other lines shall be removed. If other lines come into Portland the Harriman lines and all business will benefit."

"Railroads are a great benefit and increase the value of property, but that is no reason why the railroads should be treated any differently from a firm or private corporation which erects a skyscraper and causes appreciation of property all around the building. I hold that the railroad company ought to be treated the same as a private citizen."

Passages Overhead Wanted.

"We are asking for right to construct overhead viaducts over these streets. Think of having all the streets leading to the river given away for half a mile without any provisions whatever for the public reaching the river. That is the second thing we shall insist on before we will consent to vacate these streets, and it is equally as important as the common-user clause."

"In our resolutions we ask that the company make provisions for an ample freight depot, fill up the low lands, and give right of way for the Broadway bridge across the terminals on the West Side. As to the freight depot, I will say that the O. R. & N. Co. is required by its franchise on East Second street to erect and maintain a freight depot on the East Side. It has never complied with its franchise. Mr. Sutherland contends that the company does not maintain a depot near Oregon street. In early days, when the ferry was in operation, this place might have been called a freight and passenger depot, but I know that it has not been maintained as a general freight and passenger depot, and is not so considered by the shippers of this city. We hold that the O. R. & N. Co. is required by its franchise to construct and maintain an ample freight depot."

Filling Lowland Beneficial.

"The filling of the lowland is not a concession on the part of the railroad company. By filling the terminal lands it simply adds value to the land itself. The O. R. & N. Co. is asking rights of way for its bridge on Oregon street, but demands concessions of the people, why not let it give a few concessions to the people? We are insisting and will continue to insist that no title to the rights asked shall pass to the railroad company until what we ask has been granted. Mere promises from the railroad company will not do."

THE WHEAT PUZZLE.

California Dealer Thinks Millers Hold Record Stocks.

SAN FRANCISCO, Cal., Feb. 18.—(To the Editor.)—I note The Oregonian's article of February 8 with interest. The wheat situation this year is indeed a puzzle, but if we can assume that the milling industries of the country (there are 10,000 of them) are lined up on the sustaining of prices, is not the mystery solved?

The Oregonian's idea seems to be that because the visible supply shows but 25,500,000 bushels, compared with 43,000,000 last year, the crop has been exaggerated as to size, and therein The Oregonian is somewhat in error. That the Pacific Coast crop is exaggerated a bit is probable, but one cannot get away from the fact that the primary receipts of wheat are, to date, the largest of record. February 10, for the preceding 32 weeks, they totalled 197,766,000, as against the preceding high-record season of 1905-6—187,568,000.

This certainly shows a free market, and indicates a large crop—and that the holdings of wheat are not altogether by the farmer.

The position, in view of the large receipts, small visible, and generally small "seeable" stocks, is reduced to two propositions. Either the consumption has increased in one year's time tremendously, say 30 to 35 per cent, or millers are holding large supplies in their private bins and elevators. The former is not probable, and the latter likely is the true explanation.

If 10,000 millers bought an extra 10,000 bushels of wheat each this season, there would be a provision for 100,000,000 bushels. The writer is inclined to think that because millers were compelled to pay \$1.40 and \$1.50 per bushel for wheat during May-June, 1909, they have determined to secure supplies for that period this year. Therein lies the explanation of the "puzzling situation" The Oregonian discusses.

ANDREW S. MOSELEY, Pres. Andrew S. Moseley Co.

BRIDGE PLEA DUE TODAY

Mayor and Council to Appear Before Government Engineer.

Mayor Simon and representatives of the City Council will appear before Major McIndoe, of the United States Engineer Corps, at 2 o'clock this afternoon to discuss the Broadway bridge.

It is a public meeting called under the rules of the War Department, for the purpose of giving friends and opponents of the proposed span an opportunity to be heard.

After the testimony of those appearing is transcribed, Major McIndoe will formulate his recommendation. All the papers will then be forwarded to the Chief of the Engineers at Washington. Eventually it will be sent to Secretary of War Dickinson, who must pass final judgment thereon.

Mayor Simon and those associated with him in handling the bridge problem are confident that the Federal authorities will pass upon the plans favorably to the city, and without much delay. Major McIndoe has stated that he will not ask for more than 250 feet for the draw on the proposed bridge, and this is the amount of space called for by the plans now in his possession.



OBAK MOUTHPIECE CIGARETTES

Some men roll their own cigarettes for economy—notice the cost of Obak. Some because of the pleasure of rolling—but observe the trouble that Obak saves. Others because they think they get better tobacco—but just try an Obak.

OBAK speaks for itself.



THE JOHN BOLLMAN CO. SAN FRANCISCO

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