

'OTHER WOMAN' IS SPECIALLY BY WIFE

Captain W. J. Riley Alleged to
Neglect His Spouse for
Mary F. Williams.

PAIR IS CLOSELY TRAILED

Captain Has "Lodge Habit," Says
Complaint, but Meetings Are With
Inamorata, With Gum, Parades
and Moving-Picture Shows.

Captain W. J. Riley was so enamored of Mary F. Williams that he treated his wife with scant consideration, and attempted to seduce her into believing that he went to lodge meetings when in fact he was paying court to his affair, according to the charges Mrs. Riley makes in a divorce complaint filed yesterday in the Circuit Court.

Her husband has between \$40,000 and \$50,000 in the bank, she says, owns property at 350 East Thirty-seventh street, and two lots in Couch Addition, but in spite of this, she declares, he has ordered her to leave their home, saying he intends to sell the furniture.

Mrs. Riley details the Captain's movements on evenings after dusk for the last two weeks, saying she spied on him after she had learned of his affection for Miss Williams, and asked him in a "pleasant, womanly way" to cease his attentions to the woman. When he refused, she sought the advice of a lawyer, and was told to watch him.

Captain Has "Lodge Habit."

According to Mrs. Riley, the Captain had the "lodge habit." Lodge meetings were frequent, according to the stories he told her. She found this only an excuse, however, for visiting Miss Williams, matters going from bad to worse until they were found occupying the same room in the Drexel building on the night of June 14. Upon visiting Miss Williams that day, said Mrs. Riley, the Captain picked a bouquet of flowers in the yard, saying he would take them to lodge with him.

Such incidents as the purchase of chewing gum by her husband while in his way home from the lodge are narrated by Mrs. Riley. Even the numbers of the cars on which he rode, and of the conductors are noted. On the night of June 9 the two saw the parade together; three nights later they were out together again, Mrs. Riley seeing them take a Russian Shaver car between midnight and 12:30. The next night they visited the moving-picture shows together. Later, according to the trial, they stood near a window of Miss Williams' room and hugged and kissed for five long minutes.

Wife Watches Across Street.

Mrs. Riley says she stood across the street watching them, and that when her husband started for home he passed her on the sidewalk. On the night of the parade she also saw them hugging and kissing, she says.

She says her husband formed the W. J. Riley Investment Company that he might convey his property to the corporation and thereby cut his wife off interest in it. She declares he conveyed lots 17 and 18 block 300, Couch Addition to E. W. Langdon, his daughter, March 21, to defraud her, and that before she married him, he agreed to pay her \$100,000. She says she has now taken the papers, she says. She wants the court to compel him to state his reasons for not paying her attorney \$500, and pay her \$50 a month alimony.

Husband Gone Too Much.

Celia Surkis demands a divorce from Joseph Surkis, because of his alleged frequent long absences from home. The last one, she says, was 14 months long. She declares he has an innamorata in the person of one Helen Getty, who married him in New York City, in September, 1907. They have five children. She wants \$5 a week alimony.

Mary J. Luce wants a divorce from Frank C. Luce, with \$15 a month alimony, because she says he has compelled her to earn her own living. They were married at John Day, Or., July 4, 1905. Jennie Langford is also in the divorce court, to secure her freedom from B. Langford. He deserted her, she says. They were married April 15, 1908, at Spokane.

Virgie E. Baird filed suit yesterday against F. R. Baird, alleging he deserted her, leaving her with one child to care for. They were married at Norman, Okla., July 3, 1904. She wants her maiden name, Virgie E. Mosely, restored.

AUTO SMASHUP COSTS \$722

Preacher Wins Decision in Court
After Vehicle Is Damaged.

A speeding automobile, a frightened horse, a quick turn to the left to avoid the vehicle, a crash and a lawsuit with damages for the owner of the rig—these are, in brief, the features of a case tried in the Circuit Court, the jury returning a verdict yesterday. Rev. A. S. Briggs was the plaintiff, and the Lloyd Automobile Company the defendant.

The smashup took place on the Base Line road about 6 P. M. November 14, last year. Arthur Mitchell was driving the automobile and, according to Briggs, turned to the left instead of to the right. The machine was traveling more than 25 miles an hour. It killed the horse and broke the right wheel of the wagon. Briggs sued for \$825.50. The jury gave him \$722.

C. BALL ESTATE IS \$20,000

County Judge Cleeton Names Margaret C. Ball Administratrix.

The estate of Chauncey Ball, valued at \$20,000, was admitted to probate by County Judge Cleeton yesterday, and Margaret C. Ball was appointed administratrix. Most of the estate consists of real property at Maple Hill Place.

Inex M. Eckerson, executrix and sole legatee of Rufus I. Eckerson's estate, filed in the County Court yesterday her final account, in which she says the total cash receipts have amounted to \$9319.79 and the disbursements \$5780.44, of which \$5000 was to herself as legatee. The total value of the estate, as given by the appraisers, was \$23,869. There is now on hand \$3439.35. Judge Cleeton fixed on July 23 as the time for hearing objections to the account and closing the estate.

Brakeman Asks \$8000.

George C. Ewen, a brakeman for the Astoria & Columbia River Railroad Company, brought suit in the Circuit Court yesterday to recover \$8000 dam-

ages for an arm which he declares has been permanently injured by being wrenched in a wheel. Ewen says that on January 11 he came from Astoria on a freight train bound for Portland, and had been ordered to stop at Linnton to pick up a loaded boxcar on a siding. He found the brakewheel on top of the car defective, and in attempting to use it was thrown into it when it slipped. He says he has thus far spent \$100 in doctor's bills.

KLUMPP WILL BE HELD INVALID

One Witness' Signature Not Enough.
Estate Worth \$22,000.

When William Klumpp died on June 9 he did his best to make a will. But only one witness, Marguerite Thomas, was present when he signed, so, under the Oregon law, it is invalid. County Judge Cleeton declared it so yesterday when the matter was presented to him. The Klumpp estate is valued at \$22,000.

The dead man lived the home at 265 East Third street, North, to his wife, Minnie Klumpp, and also gave her the lot on East Sixteenth street, North, between Knott and Brazee streets, and his business. To his five children he gave \$200 each, and the balance of the cash in the bank to his wife. In a codicil he appointed his wife executrix. Although Judge Cleeton has held the will invalid, the widow and children intend to carry out its provisions as nearly as possible, although she will be obliged to do so as executrix rather than as executor.

Milton G. Smith and Wife Sued.

Milton G. Smith and his wife, Lena B. Smith, are defendants in a lawsuit brought in the Circuit Court yesterday by Peter W. Wagenaar, who demands \$2000 on a note made in October, 1908. The note was signed by the Beeman-Woodward Company, Rufus C. Holman, president; Lewis V. Woodward, vice-president; P. F. Clodius and Julius Beeman and Smith. Wagenaar says he brought suit against Smith last Thursday to recover on the note, and that to defraud his creditors Smith deeded his property to his wife. Wagenaar asks that the deed be declared void.

Friday Is Always Hoodoo for This Engineer

"Lucky Jack" Gollithian, of Great Northern, However, Had "Luck" With Him.

"LUCKY JACK" GOLLITHIAN, as he is known in railroad circles, is a locomotive engineer on the Great Northern, and is in the city on his way to visit relatives at Coos Bay, where several members of the Gollithian family were early settlers.

Like most all railroad men, Gollithian has his superstitions about a black cat crossing the track in front of his engine, "Black" Fridays in particular, and "13's" and Fridays in general. He gained the name "Lucky Jack" several years ago because of his narrow escapes in a series of accidents that has marked his railroad career, unequalled by few who pull trainloads of humanity over the country.

Gollithian has "railroaded" in all parts of the United States, and his experience as fireman and engineer has been racy, spreading rails, mountain-slide accidents and ordinary wrecks, in which many were killed or injured, but "Lucky Jack" always turned up cool and unscathed. He was never known to lose his head, and his quick decision on what to do at the critical moment has not only saved his own life but hundreds of others, in the opinion of fellow-trainmen and officials.

Gollithian had one nearly got me," said Gollithian last night. "It was on a branch of the Great Northern running into British Columbia. We rounded a sharp curve in the mountains where you could not see 50 feet ahead of you, and plunged straight into a burned bridge. I just had time to get over the side of the car when down we went to the bottom of a canyon. We broke loose from the train, leaving it standing on the brink."

"It was early in the spring and the water was so high that it covered the engine. I was jammed into the cab and tore nearly all my clothes off getting out. Those seconds were like hours in town there. I reached above my head and felt the top of the cab. Then I knew we were side up, and I began flailing myself fast on how to get out. It seemed as if I would pop open holding my breath. As I worked my way out I could not hold on any longer. I shall never forget that first swallow of water. I said to myself, 'Here's where you get your old boy,' and just then I pulled loose and got my head out of the water, spouting like a porpoise. The stream was a wild torrent, and I was swirled away like little pieces of driftwood. The next instant I was banged up against the shore and there was nothing to the way I held fast. I coughed the water out of my lungs and crawled out. I looked around for my fireman, but believed him to be down on the bottom with the engine. Then I noticed a tree a little ways down the creek that had lodged among the rocks, and there was my fireman with his arm hooked around one of the limbs. He had a broken leg, but hung on until we got him out. He does not know how he got out of the cab."

Gollithian then reminiscenced added: "Yes, if I remember correctly, that was on Friday, and it was the 13th. I am not at all superstitious, but if that boat which was to come to Coos Bay tomorrow sailed on Friday I would walk."

MAN SETS OWN SENTENCE

Gus Hartman, Old Offender, Gives Himself 30 Days on Rockpile.

Gus Hartman, a regular patron of Judge Bennett's dispensary of justice, received a self-imposed sentence of 30 days yesterday. Hartman had been arrested on Monday and pleaded for a chance to leave town. He told the judge that he would go to the rockpile for 30 days if he failed to keep his promise. Twenty-four hours later Gus was back, asking that the pledge of the day before be not remembered against him, but Judge Bennett was obdurate and insisted that he should keep his bargain with the court.

Jim Casey, chief of all the regulars, was also dealt with severely. One joyous 24 hours on Burnside street following his most recent release from the city jail, had played havoc with his nerves and he was a trembling wreck when he stood before the bench yesterday. Casey was given 15 days.

Elgin Real Estate Picks Up.

ELGIN, Or., June 21.—(Special.)—While real estate has been rather quiet for a few weeks, indications point to several sales. The total value of the estate, as given by the appraisers, was \$23,869. There is now on hand \$3439.35. Judge Cleeton fixed on July 23 as the time for hearing objections to the account and closing the estate.

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This Is the New Home of the Brownsville Woolen Mill Store

Ten years ago we occupied a very small store at 229 Washington St. Five years ago we moved from there to the two-story building at Third and Stark. Now we occupy the store at Third and Morrison, formerly the McAllen & McDonnell store. These various moves were made necessary by the growth of the business—a growth brought about by our system of selling "Mill-to-Man"—making all the clothing we sell and eliminating all middlemen's profits—which we turn over to the consumer.

We Are Now Displaying
Medium Weight Fall Suits at.....
\$15
\$20
\$25

These are all "Fall 1910" goods in style, fabric and color. The fabrics are of sufficient weight to be warm enough in any sort of Oregon Winter weather—yet light enough to be comfortable no matter how warm it is likely to be. These suits will give double the wear of the ordinary sort of Summer suit of tissue-paper texture.

Brownsville Woolen Mill Store

Third and Morrison Mill-to-Man Clothiers Third and Morrison



Our New Home at the Corner of Third and Morrison, in the Building Formerly Occupied by McAllen & McDonnell

TUG'S TRIAL TODAY

Oneonta Will Be Tested Four
Hours on River.

BAR SERVICE GETS VESSEL

Boat Is Fitted With Powerful Engines and Is Rated One of Strongest of Class on the Coast.

Invitations Limited.

Carefully groomed in anticipation of an exacting test to which she will be subjected, the new bar tug Oneonta, of the Port of Portland Commission, is lying at the dock of her builders, the Williams Iron & Steel Works, ready for steam to be gotten up on her this morning for a trip down the Columbia River, where for four hours she will be watched by the Commissioners and heads of departments to ascertain if she comes up to the requirements.

The trial is to be started at 1:30 o'clock and as she was given a builder's trial recently and demonstrated that she can reel off 18 knots with ease and was fitted for the work to be assigned, no doubt is entertained that she will prove all that was hoped for. Specifications for the craft were drawn by C. H. Norrill, acting consulting engineer for the Port of Portland, who personally inspected her construction as it was advanced, and towboatmen are congratulating him on the success attained.

Hull Is of Steel.

The Oneonta has a length over all of 116 feet, beam 25 feet, depth of hold 15 feet, loaded draft 13.6 feet and draft forward of 9.5 feet. The hull and lower house are of steel and conform to Lloyd's rules for vessels of the type. She has been designed with particular reference to service on the Columbia River bar. Mr. Norrill conferred with officers of the tug Wallula, which has been successful on the bar, and embraced in the design some improvements that are expected to make the tug superior to the Wallula.

The tug is fitted with two Scotch marine boilers of 450 horsepower each. The boilers are designed for a working pressure of 170 pounds per square inch and are arranged for burning oil or coal. At present oil will be used, but the tanks and everything are arranged that coal can be substituted at a minimum expense and delay. The bunker capacity for oil or coal is unusually large for a craft of the size, which will enable it to be used satisfactorily on long ocean towing.

Engines Develop 900 Horsepower.

The engines are of the vertical, compound type and are capable of developing 900 horsepower in regular service. The towing engine, which is installed on the after deck, is of the latest pattern Shaw and Speigel type, and is designed to carry 2000 feet of 1 1/2-inch steel towing cable.

The Oneonta is equipped with electric lights, the current for which is supplied by a 75-kilowatt engine generator set, located in the engine room. On top of the pilot house is a 5000 candle power search light of a craft of this size, which will enable it to be used satisfactorily on long ocean towing.

JEALOUS LOVER IS FINED

Judge Bennett Warns Canuto to Control His Temper.

LADS ACCUSED OF HOLDUP

Police Catch Five Annapel Youths Who Chased Farmers.

What is believed to have been an attempt to hold up two farmers near Annapel station, on the outskirts of the city, was averted yesterday when Patrolman Litherland and Sergeant Stevens and Deputy Sheriff Leonard arrested five youths living in that neighborhood, while they were pursuing the farmers.

The boys arrested run with a disorderly crowd which makes its headquarters at Arleta. They were out at 4:40 o'clock yesterday morning and had a keg of beer with them. St. A. Douglass and Michael Hendrick, farmers, drove by and were commanded to halt. The farmers whipped up their horses and the gang gave chase. At this point the officers came up and made the arrests.

The boys gave their names as Homer Warner, George Eklund, Clyde Eklund, W. H. Cook and Walter Macrum. They had no explanation to offer. The first three were fined \$50, Cook was fined \$20 and Macrum, being under 18 years old, was held to the Juvenile Court.

Albany Re-elects Director.

ALBANY, Or., June 21.—(Special.)—In the drawing by C. H. Norrill, acting consulting engineer for the Port of Portland, who personally inspected her construction as it was advanced, and towboatmen are congratulating him on the success attained.

A Simple "Sum"

For Children (and Others)

Post Toasties

plus cream plus sugar equal a delicious, wholesome, Summer food for everybody.

"The Memory Lingers"

POSTUM CEREAL CO., Ltd., Battle Creek, Mich.

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PAVING CONTRACT IS LET

Sacramento Concern Will Do Work on Roseburg Streets.

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Jealousy broke up a promising romance between C. Canuto, an elderly Italian, and Flora Richter, his middle-aged, German housekeeper, and caused the man to pay a fine of \$15 for unlawful words addressed to her.

Canuto was arrested upon complaint of Mrs. Richter that he had talked abusively to her. She said she had gone to the house of a sick man in the neighborhood to render some proper attentions and while there a musician

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GAVE GIRL LIQUOR, CHARGE

Two Dayton Married Men Accused by Young Woman's Father.

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3 TRAINS TO SPOKANE

VIA

2 Hours
Fastest

45 Miles
Shortest



Only Day Trains on Any Line

"The Inland Empire Express"

"The Oregonian"

Lv. Portland 9:00 A. M.
Ar. Spokane 9:40 P. M.

Lv. Portland 11:00 A. M.
Ar. Spokane 10:25 P. M.

COLUMBIA RIVER SCENERY.

"The North Bank Limited"

Lv. Portland 7:00 P. M.
Ar. Spokane 6:55 A. M.

FAST BUSINESS TRAIN.

Observation cars, Library Parlor cars, Compartment, Standard and Tourist sleepers, first-class coaches.

Comfort insured by perfect track and equipment. Evening train ready and dinner served at 6:30.

Passenger Station 11th and Hoyt Sts.

City Ticket Offices Third and Morrison Streets, 100 Third Street, 122 Third Street