

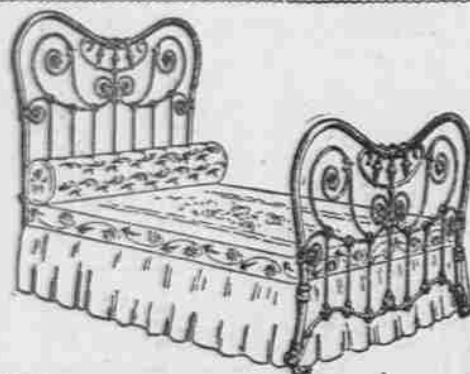
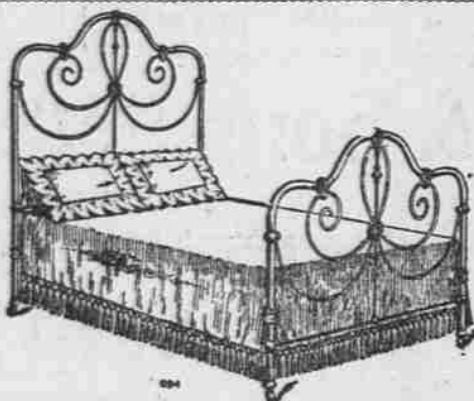
W.M. GADSBY

THE HOUSEFURNISHER

Washington Street, cor. First Portland, Or.

THIS STORE has the most complete stock of furnishings for the home that it ever had. The newest designs in furniture, the latest things in Carpets, Rugs, Shades and the most modern things for the kitchen are here in abundance. Especial attention has been given to supplying the wants of those who wish to furnish their house at moderate cost, in an artistic way, with practical and pretty things. Every inducement is offered you in the way of price, and arrangements can be made to sell you all you may require on easy terms if so desired.

This artistically designed
IRON BEDSTEAD
Trimmed with brass, enameled in olive, cream, pink, ivory and gold, or moss green.
Price \$10.00.



Massive style of Iron and Brass Bed, finished in moss, bronze, cream, ivory and gold, pink, applegreen and other desirable shades.

We have the largest and best assortment of Iron Beds in Oregon, and our prices will compare favorably with inferior goods. They are manufactured by Miller, Hall & Son, of Chicago, Ill., one of the most progressive firms in the world.

Superior Hot Blast

FOR COAL
Holds Fire Thirty-Six Hours. A Smoke Consumer
Cleanly. Durable. Perfectly Air-Tight. Elegant
Finish. Handsome Ornamentation. Superior to All
Other Hot Blasts.

Honeyman Hardware
Company

FOURTH AND ALDER STREETS

FALL and WINTER CARRIAGES

BUILT ESPECIALLY FOR STORMY WEATHER.
STATION WAGONS ROCKAWAYS
BROUGHAMS LANDAUS
A FULL LINE OF DOCTORS' BUGGIES.
CARRIAGES WAGONS, HARNESS ROBES, WHIPS
STUDEBAKER,
320-338 EAST MORRISON ST.

Do You Know That our Anti-Rust Umbrella Frames wear forever? Did you ever have an umbrella rod break and tear a big hole in your silk cover when in a hurry? It happens every day with the ordinary frames, but never with ours, and ours costs no more than the rusty kind sold by other dealers.

WE MAKE THE CELEBRATED ANTI-RUST UMBRELLA FRAME
JOHN ALLESINA
309 MORRISON STREET
Opposite Postoffice.

SO FAR, OCTOBER HAS BEEN OUR BANNER MONTH
And to keep it up to the mark for the balance of the month, we offer the following special inducements in unclaimed, tailor-made garments:

Men's \$5.00 trousers	1.85	Men's 25.00 suits	12.95
Men's 7.50 trousers	2.50	Men's 35.00 suits	15.95
Men's 10.00 trousers	3.25	Men's 40.00 suits	17.95
Men's 12.50 trousers	4.00	Men's 45.00 suits	19.95
Men's 15.00 trousers	4.75	Men's 50.00 suits	21.95
Men's 20.00 suits	8.50	Men's 55.00 suits	23.95
Men's 25.00 suits	12.50	Men's 60.00 suits	25.95

FARNSWORTH-HERALD CO.
245 WASHINGTON STREET. NEAR THIRD.

RESPIRE FROM WORK

Episcopal Convention Held Only Morning Sessions.

EXCURSION IN THE AFTERNOON

Bishops Appointed Their Portion of a Proposed Committee to Consider Prohibited Degrees in Marriage—Christian Education.

SAN FRANCISCO, Oct. 12.—Only morning sessions were held today by both houses of the Triennial Convention of the Episcopal Church of America. The afternoon was given over to an excursion, which embraced nearly all points of interest on San Francisco Bay. The house of bishops passed an amendment to article 1 of the constitution, giving an honorary seat on the floor to any bishop retired either for old age or physical disability. The bishops also appointed their portion of a proposed joint committee to consider the prohibited degrees in marriage, and also three bishops to act with the committee which will nominate a board of managers for the missionary board. The bishops will probably next consider the code of canons, choosing for discussion at the conference those which are deemed of most importance. Very little was accomplished by the house of deputies beyond a few changes in the rules of procedure and the final adoption of the report of the joint commission on marginal readings. The election of five missionary bishops nominated yesterday by the house of bishops was made the special order for tomorrow at 2 P. M. when the deputies will sit with closed doors. The Brotherhood of St. Andrew held a meeting at the Young Men's Christian Association rooms, and the Woman's Auxiliary kept open house at its headquarters. Previous to the calling to order of the house of deputies, prayers were read by Rev. James G. Glass, of South Carolina, and the benediction pronounced by Bishop Leonard, of Ohio.

In the House of Deputies.
The house of deputies was called to order by President Lindsay. An hour and a half of the morning was taken up with discussion and a vote on the report of the various committees. The conference committee on marginal readings made its report, recommending that all readings in the report of the joint commission taken from the new English version, the new American version and the marginal readings of the King James version be authorized. It was also recommended that the committee be authorized to substitute for readings in its report not taken from one or another of those sources, other readings taken from those sources, which shall also be hereby authorized. It is understood that the bishops acceded to this departure from the original report of the joint commission with great reluctance. The house divided upon the report of the committee on the subject with the following result: Clerical vote, ayes 4, noes 4; lay vote, ayes 47, noes 3; divided 2. The report was declared adopted.

On motion of Rev. Dr. Grammer, the recommendation of the joint commission on marginal readings that certain new readings in the English version of the apocryphal books of the Old Testament published in its report, be permitted for use in the public services of the church in lessons taken from the Apocrypha was adopted by a majority. **A Joint Session.**
The house of bishops then came into the house for a joint session to consider the subject of Christian education. The bishop of Kentucky took the chair and called upon the bishop of Lexington to read the report of the joint commission on the subject. The report dealt upon the tremendous responsibilities resting upon the Sunday school system of the church and commended the establishment of Sunday school institutes. Christian education was declared to be the only complete and consistent education, including as it does the highest ideals in secular and scientific learning. High commendation was given to the schools under the special auspices of the church, especially those connected with the mission fields. The colleges and universities of the church were also commended as most valuable and helpful instruments in promoting education in the country. The report was accepted and also a resolution authorizing the committees of the two houses to sit separately or jointly during the recess of the convention. Adjourned until Monday morning.

In the House of Bishops.
The house of bishops this morning voted in favor of the appointment of a committee to consist of three bishops, three presbyters and three laymen, to consider the subject of prohibited degrees of marriage. On the part of the house of bishops, the bishops of South Dakota, Delaware and Iowa were appointed as members of this committee. The bishops of Montana, Central Pennsylvania, Lexington and the coadjutor bishop of Virginia were appointed to act with a similar number of presbyters and laymen on a committee to nominate a board of managers for the board of missions. It was agreed to amend the former rule, now a part of the constitution, which provides that a bishop retired by reason of advanced age or bodily infirmity, arising therefrom, shall be entitled to an honorary seat in the house of bishops by striking out the words "arising therefrom," so that bishops incapacitated by other causes than age might not be barred.

The bishops, on adjournment, proceeded to the house of deputies to sit with that body in hearing the report of the joint committee on Christian education. The next session of the house of bishops will be held on Monday.

HAS HIS WIFE ARRESTED.

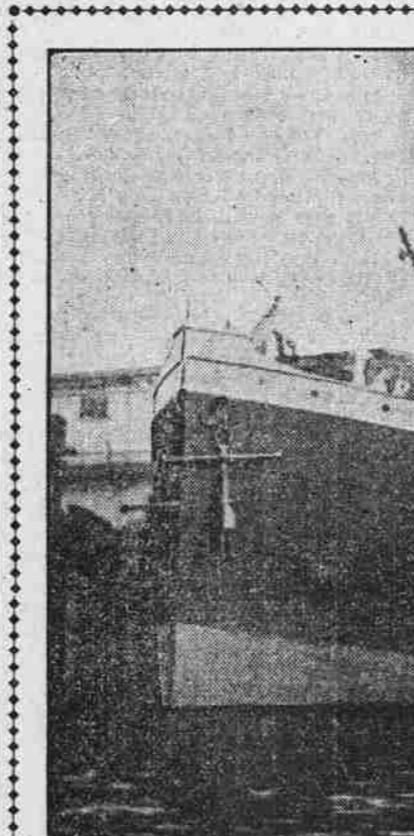
John Moore Says She Threatened to Kill Him.

John Moore, a front-street saloon-keeper, yesterday swore out a warrant in Justice Kramer's Court charging Mrs. E. M. Moore, his putative wife, with threatening to kill him. From the stories told by both parties, it appears that Moore and the woman separated 10 or 12 years ago in the East, and that Moore came to Portland, while she remained behind. Last week she arrived in Portland, not knowing, she says, that her husband was here. She said that her husband was in the saloon downstairs was her husband. After discovering it, however, she descended upon him with a demand that he aid her in supporting their son. There was a bitter row in which, Moore alleges, the woman threatened to

murder him. He became frightened and had her arrested. Deputy Sheriff Wagner served the warrant, and says that Mrs. Moore retaliated to him her determination to end her husband's earthly career. Mrs. Moore's bail was fixed at \$100, which she was unable to furnish. She accordingly spent the night in jail. Moore denies the woman's story of coincidences, and says she followed him to Portland and took up a room over his place of business for the purpose of harassing him. He says he is divorced from her. Mrs. Moore, it is said, has been in Portland less than a week.

AS TO RECEIVERSHIP.

Knotty Point Now Before the State Circuit Court.
The question of the jurisdiction of the State Circuit Court to appoint a receiver for an insolvent corporation, or one about to become so, was argued yesterday before Judges Cleveland, Sears, Frazer and George in the suit of Mattie A. North against the Union Savings & Loan Association. Mrs. North owns \$1000 stock in the concern which she is vainly endeavoring to realize upon, and C. I. Scoffin and numerous others have recently sued the corporation. For years the judges throughout the



NORWEGIAN STEAMSHIP THYRA.
The Norwegian steamship Thyra, which is now loading a cargo of flour and lumber at Portland for the Orient, has made more trips to this port than any other tramp steamer that ever visited here. The cargo she is now loading here will be the sixth that she has taken from Portland. She has loaded here twice with Government supplies, and her present cargo will be the second of miscellaneous freight. She is an enormous carrier, and has a record of over 50,000 barrels of flour from Portland.

state have appointed receivers for insolvent corporations on petitions by stockholders or others interested in winding up the affairs of the concern, but it is now said that the statute is lame upon the subject and does not provide anything of the kind, and that a receiver may only be appointed as an auxiliary proceeding when there is an action against the corporation, on sufficient cause being shown. Taking this view of the law, the appointment of receivers in the past has been entirely irregular and contrary to the statute, and a receiver for the Portland Loan & Trust Company should not have been appointed at all, nor for many other concerns which have been wound up in the courts in this manner. The statute upon the subject provides: "A receiver is a person appointed by a court or judicial officer to take charge of property during the pendency of a civil action, suit or proceeding, or upon judgment, decree or order therein, and to manage and dispose of it as the court or officer may direct. A receiver may be appointed... provisionally, before judgment or decree, on the application of either party, when the right to the property, which is the subject of the action, suit or proceeding, and which is in the possession of an adverse party, is probable, and the property or its rents and profits are in danger of being lost or materially injured or impaired. In cases provided in this code, or by other statutes, a receiver may be appointed when the corporation has been dissolved, or is insolvent, or in imminent danger of insolvency, or has forfeited its corporate rights. This is the clause which is uncertain. It states that "receivers provided in this code, or by other statutes, a receiver may be appointed when a corporation," etc., but there are no cases provided for by the statute, therefore the whole section is meaningless. This was argued yesterday by John H. Hall, attorney for the defense, who also stated that C. W. Miller had been appointed trustee to wind up the affairs of the Union Savings & Loan Company. William Reid and Raleigh Stott argued in favor of the petitioner, and they objected to the nomination of a receiver. Judge Stott, in the course of his speech, said: "If Counsel's contention is correct, you cannot appoint a receiver for a corporation in any case. You have no authority to prevent the court from getting control of the property by appointing a trustee. I say there is contempt of court in that proceeding. If a receiver cannot be appointed in this case, you cannot charge fraud sufficient to appoint a receiver in any case." Further authorities are to be submitted to the court before a decision is rendered.

HEAD CONSUL COMING.

Local Modern Woodmen of America Preparing for a Gala Time.

Head Consul W. A. Northcott, of the Modern Woodmen of America, who is also Lieutenant-Governor of the State of Illinois, an eloquent orator and one of the most advanced fraternalists of the day, will deliver a public address in this city at an early date in the interests of the order. Major C. W. Hawes, of Rock Island, Ill., accompanies him. Local Woodmen camps, wishing to make the visit an event long to be remembered, have appointed committees with full power to make all arrangements. The joint committee has had two meetings, and is planning for the entertainment of their distinguished visitors are about complete.

FOR LONE FR MONUMENT FUND.

The ladies of Summer Woman's Relief Corps are making arrangements for holding a bazaar next month to aid the Lone Fr monument fund. They hope to raise a substantial sum. The monument will be erected in Lone Fr cemetery in memory of the dead soldiers of the Mexican, Civil, Spanish and Indian wars.

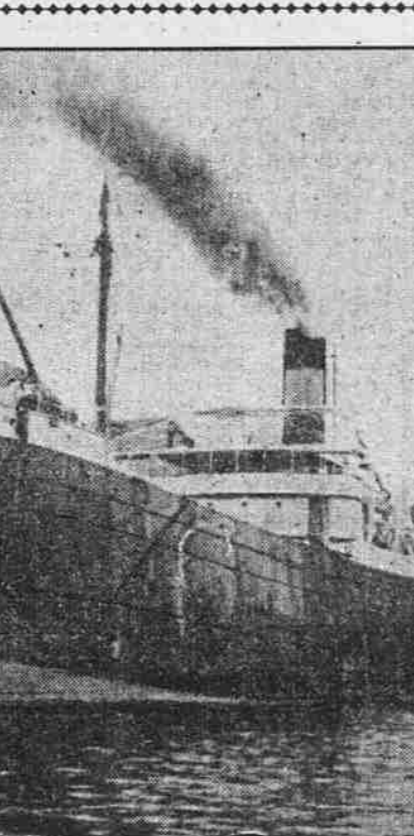
OPPOSED TO PATHS

Fifteenth - Street Property-Owners Protest.

OBJECT TO NEW BICYCLE ROUTE

Street Committee Is Urged to Postpone Construction Indefinitely—Wheelmen Committee Presented Their Side of the Case.

Property-owners on North Fifteenth street do not want a bicycle path built on that thoroughfare, according to a remonstrance presented to the street committee yesterday.



OPPOSED TO PATHS
Property-owners on North Fifteenth street do not want a bicycle path built on that thoroughfare, according to a remonstrance presented to the street committee yesterday.

Judge J. C. Moreland, who had charge of the paper, addressed the committee at some length on the irreparable damage such a path would inflict on his clients. "It is the unanimous wish of the property-owners on Fifteenth street, from Burnside to Northrup, that the building of this path be indefinitely postponed," said Judge Moreland. "Two blocks of the path are already under construction, and I would like you gentlemen of the committee to go out there and look at the work before you decide on this matter. The proposed path takes one-fifth of the street away from the general public and hands it over to the riders of bicycles. Teams with wood or supplies cannot get within five feet of the curb, as this path virtually fences them out. The line of the path, according to the City Engineer's map, crosses from the west side of the street where it has run north a few blocks from Burnside, and it makes a circle at the intersection of Flanders, for the reason that wheelmen cannot turn in a short curve. That account of their unsightly conduct of their path already constructed shows what an obstruction the line will be, as a space of five and one-half feet wide is to be filled in with dirt and stone, between planking, and the surface drainage will thus be cut off in front of each residence. It would be better to permit the wheelmen to use the sidewalks than to dedicate a strip of the street to their special use, because the general public would still have the use of the sidewalks when wheelmen were not passing. Wheelmen Present Their Side. But the wheelmen were on hand. Their attorney, R. Morrow made a speech in favor of the path. He said: "You, gentlemen of the City Council, have the right to say what use the city streets shall be put to, and not the property-owners. You have granted the right to telegraph companies to set up poles along the streets of the city in spite of the protests of the residents, who objected to the poles of their unsightly nature and of their obstructing the view. The wheelmen of Portland have been given the privilege of using the sidewalks during a certain portion of the year, and you know the danger resulting from this practice. We desire to do away with sidewalk riding, and to this end have begun the building of certain paths within the city at our own expense. North Fifteenth street will not be injured in the least by the construction of this path, as the City Engineer has provided for ample drainage by the extension of gutter pipes along the line of the path and through them where necessary. The residents opposite these paths will still have the right to pile their wood for a certain period in front of their premises, as they have now, and when certain portions of the paths are so obstructed, wheelmen must dismount and walk around them. Seattle, Tacoma, Minneapolis and other cities have had bicycle paths in their streets for years, and no complaint is heard about them. In fact, the paths conduce to the safety of the general public by removing the excuse for riding the sidewalks." A representative of the Bicycle Association was on hand to substantiate Mr. Morrow's remarks, and the committee after hearing again from Judge Moreland failed to take action in the matter, which is now pending in the courts, the work of building the path being suspended in the meantime.

REPAIRING OF FOURTH STREET.

If Fourth street is not repaired until the property-owners interested are all agreed on the kind of pavement to be used, there will be twice as many holes in the old wood blocking as there are now. Howard Whiting, representing the company interested in treating wood with carbolineum, presented a petition to the committee representing nearly 50 per cent of the property-owners, he said, and his company was now prepared to guarantee a treated wood-block pavement for 10 years. He was told to obtain a clear majority of the property-owners if he could, and to call again. The sentiment of the committee appears to favor a uniform

system of pavement between Jefferson and Burnside streets, while some property-owners in the retail section prefer asphalt. The untreated blocks were what the owners mostly favored at the beginning of the agitation a few weeks ago. The adherents of this pavement argued that wood is an Oregon product and can be replaced cheaply when it wears out. The city, however, has 600 feet to put down and the street committee is opposed to plain wood blocks, since the showers have swollen certain portions of Second street and so the blocks at First and Washington afloat. The majority of the property-owners, however, will prevail, and there is a free field for the friends of plain blocks, treated blocks and asphalt to rush in, before the question comes properly before the City Council.

Want Car Service Extended.
Residents near the Doernbecher furniture factory want an extension of car service along East Twenty-eighth street, but the City & Suburban Railway, which was granted the franchise, does not like the word "foreclosure" which occurs so often in the ordinance, and so declines to build the track. Judge Boise asked the committee to try to modify the ordinance, in order that his neighbors could board the cars without walking so far. The words "foreclosure" without action on the part of the city," should the street

Record-breaking passages have been frequent with the Portland grain fleet crossing the Pacific in ballast in the past few years, but the German ship Rickmer Rickmers arrived yesterday with a new record from Higo to her credit. The German clipper made the run in 25 days, the fastest time ever made between the two ports. She sailed from the Orient nearly a month later than the G. H. Wappaus, although the latter had a slightly longer distance to sail from Kiao Chou, but has not yet put in an appearance. The Rickmers have a number of very fast ships, but the Rickmer is the first of the family to crack a record on the Pacific. Had the vessel arrived a day earlier, there would have been three Rickmers liners in the river together. The Renee Rickmer is still here, but the Mahel Rickmer, which crossed the river a day before the Rickmer arrived. Trans-Pacific records for sailing vessels have heretofore been held by British ships, but if the performance of the Rickmer which blew in yesterday is a sample of what the Germans can do, there may be a division of the maritime glory attached to a record-breaker. The record from the Orient to Higo, made by the British ship Selkirkshire, which came over in 22 days, and from Shanghai by the Gaigait, in 27 days. The German ship Pera made a strong bid for the Yokohama record, crossing over in 25 days, and repeating the trip a year later in 25 days. The two trips combined show the fastest average ever made for more than one trip over the route. The Rickmer Rickmers is under charter for wheat-loading, and will come up the river Tuesday.

GUERNSEY COMING BACK.

Big Whaleback Will Bring a Cargo of Hemp From Manila.

The big whaleback steamship Guernsey, which was the first to crack a record on the Pacific, is expected to arrive at Portland or any other Pacific Coast port, will leave Manila today or tomorrow for Portland, under charter to load lumber for the Orient. The Rickmer Rickmers of the lumber-carriers which come across the Pacific in this trade, the Guernsey is not coming in ballast. She is reported to have on board 1500 tons of hemp for Portland and San Francisco. The consignment for the Bay City will be landed in this city and sent to its destination by rail. The Guernsey has been in the service of the Pacific Export Lumber Company for nearly two years, and on her last trip across the Pacific made herself famous in marine annals by having a broken shaft repaired and a new propeller shipped in midocean.

TAX ON ALIEN SEAMEN.

Stowaways and Deserters Must Pay the Immigration Fee.

The Attorney-General of the United States has rendered a decision relative to the liability to pay capita tax as alien immigrants of alien seamen who leave the vessel on which they arrive at ports in the United States. The gist of the decision is that if said seamen come to a port in the United States as bona-fide seamen, and through any cause leave the vessel, either by discharge or desertion, they are not immigrants within the meaning of the immigration laws, and are therefore not subject to per capita tax required on alien immigrants, but if they come to ports of the United States as persons working their passage, and for such purposes are signed on the ship's articles, at a rate below the prevailing rate, it is evident they are not bona-fide seamen, but are really immigrants attempting to evade the immigration laws, and in such cases are subject to the per capita tax of \$1 each.

WITHOUT A SUBSIDY.

New Trans-Atlantic Service With Modern-Built Steamers.

NEW YORK, Oct. 12.—According to the Herald, William W. Brauer, president of the William W. Brauer Steamship Company, announces that his company will inaugurate a freight service from this port to Hamburg in January next. He says that within four months the Brauer Steamship Company will give out contracts for the building of six first-class passenger and freight steamers, to be ready for the season of 1903. These new boats will be from 10,000 to 12,000 tons in size, with accommodation for 120 first-class passengers and 1000 steerage passengers.

COQUILLE SHIPBUILDING.

Onward Is Nearly Completed, and Work Begins on Another.

COQUILLE, Or., Oct. 12.—The new schooner Onward, recently launched at Parkersburg, is being rapidly fitted up, and will soon be ready for her initial voyage. She is to be placed on the route from the Coquille River to San Francisco, to carry lumber. A large crew of men are now employed near town getting out the knees and timbers necessary to build the new bark at Parkersburg. The timbers will be prepared in the hills and hauled to the river, then floated up to Lyons' mill and drawn up into the mill and loaded on the cars for transportation to Parkersburg. Some of the timbers will be considerably over 100 feet long, and about 16x24 inches thick.

WIRELESS TELEGRAPHY AT SEA.

NEW YORK, Oct. 12.—The Cunard liner Luconia, which arrived today from Liverpool, reports that October 8, at 11:30 o'clock in the evening, the Italian company's steamer Campana, bound from New York for Liverpool, and maintained the connection for six hours and 10 minutes, exchanging many messages about the weather and other necessary shipping intelligence, and also a number of private telegrams. The vessels passed in latitude 45:30, longitude 28:30.

STUCK A LOG.

ASTORIA, Oct. 12.—The French bark St. Donatien is anchored off Tongue Point this evening and her master is here with a report that she has received injuries while coming down that will necessitate repairs before she can go to sea. When near Mount Coffin, in view of the R. R. Thompson, it is claimed that the struck a floating log, springing several of her forward planks and causing her to leak, but her pumps are able to keep her clear. A survey will be necessary to determine the extent of the damage.

BROKE THE RECORD

Rickmer Rickmers Makes a Fast Trans-Pacific Run.

TWENTY-FIVE DAYS FROM HIGO

Steamship Guernsey Loading at Manila for Portland—Will Load Outward With Lumber—Marine Notes.

Record-breaking passages have been frequent with the Portland grain fleet crossing the Pacific in ballast in the past few years, but the German ship Rickmer Rickmers arrived yesterday with a new record from Higo to her credit. The German clipper made the run in 25 days, the fastest time ever made between the two ports. She sailed from the Orient nearly a month later than the G. H. Wappaus, although the latter had a slightly longer distance to sail from Kiao Chou, but has not yet put in an appearance. The Rickmers have a number of very fast ships, but the Rickmer is the first of the family to crack a record on the Pacific. Had the vessel arrived a day earlier, there would have been three Rickmers liners in the river together. The Renee Rickmer is still here, but the Mahel Rickmer, which crossed the river a day before the Rickmer arrived. Trans-Pacific records for sailing vessels have heretofore been held by British ships, but if the performance of the Rickmer which blew in yesterday is a sample of what the Germans can do, there may be a division of the maritime glory attached to a record-breaker. The record from the Orient to Higo, made by the British ship Selkirkshire, which came over in 22 days, and from Shanghai by the Gaigait, in 27 days. The German ship Pera made a strong bid for the Yokohama record, crossing over in 25 days, and repeating the trip a year later in 25 days. The two trips combined show the fastest average ever made for more than one trip over the route. The Rickmer Rickmers is under charter for wheat-loading, and will come up the river Tuesday.

GUERNSEY COMING BACK.

Big Whaleback Will Bring a Cargo of Hemp From Manila.

The big whaleback steamship Guernsey, which was the first to crack a record on the Pacific, is expected to arrive at Portland or any other Pacific Coast port, will leave Manila today or tomorrow for Portland, under charter to load lumber for the Orient. The Rickmer Rickmers of the lumber-carriers which come across the Pacific in this trade, the Guernsey is not coming in ballast. She is reported to have on board 1500 tons of hemp for Portland and San Francisco. The consignment for the Bay City will be landed in this city and sent to its destination by rail. The Guernsey has been in the service of the Pacific Export Lumber Company for nearly two years, and on her last trip across the Pacific made herself famous in marine annals by having a broken shaft repaired and a new propeller shipped in midocean.

TAX ON ALIEN SEAMEN.

Stowaways and Deserters Must Pay the Immigration Fee.

The Attorney-General of the United States has rendered a decision relative to the liability to pay capita tax as alien immigrants of alien seamen who leave the vessel on which they arrive at ports in the United States. The gist of the decision is that if said seamen come to a port in the United States as bona-fide seamen, and through any cause leave the vessel, either by discharge or desertion, they are not immigrants within the meaning of the immigration laws, and are therefore not subject to per capita tax required on alien immigrants, but if they come to ports of the United States as persons working their passage, and for such purposes are signed on the ship's articles, at a rate below the prevailing rate, it is evident they are not bona-fide seamen, but are really immigrants attempting to evade the immigration laws, and in such cases are subject to the per capita tax of \$1 each.

WITHOUT A SUBSIDY.

New Trans-Atlantic Service With Modern-Built Steamers.

NEW YORK, Oct. 12.—According to the Herald, William W. Brauer, president of the William W. Brauer Steamship Company, announces that his company will inaugurate a freight service from this port to Hamburg in January next. He says that within four months the Brauer Steamship Company will give out contracts for the building of six first-class passenger and freight steamers, to be ready for the season of 1903. These new boats will be from 10,000 to 12,000 tons in size, with accommodation for 120 first-class passengers and 1000 steerage passengers.

COQUILLE SHIPBUILDING.

Onward Is Nearly Completed, and Work Begins on Another.

COQUILLE, Or., Oct. 12.—The new schooner Onward, recently launched at Parkersburg, is being rapidly fitted up, and will soon be ready for her initial voyage. She is to be placed on the route from the Coquille River to San Francisco, to carry lumber. A large crew of men are now employed near town getting out the knees and timbers necessary to build the new bark at Parkersburg. The timbers will be prepared in the hills and hauled to the river, then floated up to Lyons' mill and drawn up into the mill and loaded on the cars for transportation to Parkersburg. Some of the timbers will be considerably over 100 feet long, and about 16x24 inches thick.

WIRELESS TELEGRAPHY AT SEA.

NEW YORK, Oct. 12.—The Cunard liner Luconia, which arrived today from Liverpool, reports that October 8, at 11:30 o'clock in the evening, the Italian company's steamer Campana, bound from New York for Liverpool, and maintained the connection for six hours and 10 minutes, exchanging many messages about the weather and other necessary shipping intelligence, and also a number of private telegrams. The vessels passed in latitude 45:30, longitude 28:30.

STUCK A LOG.

ASTORIA, Oct. 12.—The French bark St. Donatien is anchored off Tongue Point this evening and her master is here with a report that she has received injuries while coming down that will necessitate repairs before she can go to sea. When near Mount Coffin, in view of the R. R. Thompson, it is claimed that the struck a floating log, springing several of her forward planks and causing her to leak, but her pumps are able to keep her clear. A survey will be necessary to determine the extent of the damage.