

PRINCIPAL WITNESSES IN THE BROWN-BOWMAN TRIAL.



ON A TECHNICALITY

Mrs. Brown Is Acquitted of Assault on Baby.

ITS TREATMENT NOT AN ISSUE

Justice Reid Admits That, If It Had Been, Decision Might Have Been Different—Evidence of Baby's Pitiful Condition.

Had Justice Reid been considering the question of the treatment of Carrie Bowman's baby by the employees of the Crittenton Home, he might have expressed an opinion different from that he gave as to the innocence of Frances Martin, the matron who escaped punishment on a charge of assault yesterday. Justice Reid held that the treatment of the child was not before the court in a judicial investigation. It might be considered as showing a reason why Mrs. Brown would not permit the infant to leave the home, but even though the child was neglected, the charge could not lie against the matron. Just what Justice Reid would have said had it been possible for him to go outside the case and discuss the treatment of the Bowman child at the home is a sealed question. The Justice himself did not tell the audience in his court, but he placed a peculiar emphasis on the word "if" when he suggested that, were the treatment of the child up, another judgment might be rendered.

As the matter stands, Mrs. Frances Brown is acquitted of assault. This technical charge was placed against her on the basis for the accusation was that she had forcibly detained the Bowman child, when its mother sought to recover the infant. The court says she acted under the impression that the baby should not be allowed to go from the home, as a contagious disease might be spread by such action, and in the circumstances is blameless.

The question of the prevalence of an epidemic of scarlet fever or diphtheria was open when Mrs. Brown refused to allow the baby to leave the home, and so long as a doubt of the contagion existed, the magistrate holds Mrs. Brown acted wisely. As to the baby's treatment, therefore—that is another story and Justice Reid did not tell it.

Methods at the Home.
Witnesses produced by the home entered an explanation of the manner in which the baby was given its mother time in the home. It was explained that the infant had been dressed in the clothing belonging to the home and, when its mother called for it, the nurse took away the home's clothing and wrapped the baby in a blanket for delivery to the waiting mother, who had her own clothes to provide the child.

Coincidentally with the fact that the baby's mother, Carrie Bowman, had been paying the nurse a week to care for the child, Mrs. Riggs told of the arrangements heretofore made with mothers of children left at the home. She said money received for the support of children was divided between the home and the nurses at the rate of four to one. And the Crittenton Home officials, one and all, declared the

Bowman baby had been treated as well as any other child in the place. While she had the stand, Mrs. Riggs did a great deal of explaining, one way or another, of the manner in which the Crittenton Home is conducted and its purposes. For instance, she asked the opportunity of explaining that the institution did not care for homeless babies of errant women temporarily, but had at times furnished permanent homes to such. She recalled the cases of two girls, neither of whom is endowed with much mentality, and one of whom has been in the home four years and the other two years, where they are being shielded from harm. There was no other place to send them, Mrs. Riggs testified, and the Home is maintaining them.

Baby's Pitiful Condition.
Despite the fact that the real issue involved was whether or not Mrs. Brown had wrongfully refused to surrender the child, most of the testimony ran along the line of the treatment of Carrie Bowman's baby. The mother herself told the principal story, stating that she had made an arrangement to have the child cared for at the institution. She had called twice to see the baby previous to the Sunday when the trouble over its possession arose. Mrs. Bowman declared the infant's emaciated form attracted her at-

tention and she resolved to rescue it. She stated that, when she had taken the baby from the home, she carried it to Margaret Spangle, a trained nurse, who refused to accept the charge because of the baby's attenuated condition and the dangerous symptoms which were apparent. Subsequently the nurse testified along the same line, but she was not supported in her statement that the hip bones protruded by Dr. Hamilton Meade, who visited the child in a professional capacity. Dr. Meade said he found the child suffering from diarrhoea and that he discovered excoriations or sores on the small of the back and between the thighs. The physician was inclined to believe the child's clothing had not been changed as often as it should be.

The testimony of Mrs. Brown, the matron, Mrs. Riggs and other Home officials showed that an epidemic of scarlet fever or diphtheria was feared, and this was the reason the child was not surrendered to its parents. The home officers all held that proper care had been shown.

Oddfellows Flock to Baltimore.
BALTIMORE, Sept. 19.—All the incoming trains and boats arriving today brought large crowds of Oddfellows, who came to attend the sessions of the Sovereign Grand Lodge, which begins here Monday next.

INDRAPURA IS IN PORT

BIG LINER ARRIVES AFTER SLIGHT DELAY.

Encountered Three Days of Southerly Gales—Brings a Fair Cargo for Portland and the East.

The Portland and Astoria liner Indrapura arrived up at 10:30 last night, and berthed at Alaska dock. She was expected Thursday, but the delay caused no uneasiness, as it was thought probable the steamer would touch at Victoria. She came direct, however, the delay being caused by rough weather. From the 12th to the 13th southerly gales were encountered. No accidents occurred, but the vessel's speed was retarded somewhat.

The Indrapura brings 2200 tons of general Oriental cargo, the discharging of which will begin today. There were 12 steerage passengers, nine Japanese and three Chinese. Three of the Asiatics were landed at Astoria.

The log of the steamer shows that two

vessels were spoken on the passage. On September 7 spoke the American whaling bark Wanderer, of New Bedford, Mass. In 47:10 north, 165:20 east, and brought a quantity of mail from her. The whaler reported all well on board, and said she was meeting with good luck, but gave no figures of her catch. Friday the Indrapura spoke the Italian ship Ninfa a short distance off the mouth of the river. The Ninfa is 37 days from Egypt Los Angeles for this port.

A big outward cargo is waiting for the liner. There are already listed 5000 tons of flour, 200,000 feet of lumber and a quantity of tobacco. The steamer will get away on her scheduled date, September 23.

SHIPS ARE CHARTERED.
Steamer Mayol King Will Be First of New Australian Line.
TACOMA, Wash., Sept. 19.—A cablegram from London announces that the British steamship Mayol King will be the first of the new Australian, Canadian and Puget Sound line to sail from the Colonies, November 15, and is scheduled to sail from this coast on her outward voyage December 20. There will be three other steamships, the names of which are not made known. Tacoma will be the home port of the line on this side of the Pacific. R. A. Alley & Co., of Tacoma, will be general agents.

The Mayol King is owned by the Federal Steam Navigation Company, Limited, which also has five other steamships, the Cornwall, Devon, Kent, Surrey and

SIXTEEN LUMBER SHIPS.

Busy Fleet in Harbor Loading for Foreign and California Ports.

Sixteen vessels of various kinds, steam and sail, are in the river loading lumber for foreign and Southern ports. Their combined cargoes will amount to 15,035,000 feet, of which 7,210,000 feet goes foreign and 8,825,000 domestic. This is a good showing, but no better than can be made at almost any time of year. Coming now, however, in the dull period of grain exporting, the presence of these vessels in port makes things lively along the waterfront. The lumber vessels now in the harbor are:

	Feet.
Yeddo	2,200,000
Saxon	2,200,000
Almeda	2,200,000
Two Brothers	2,200,000
John C. Meyer	1,100,000
Isis	900,000
Jerome	800,000
Virginia	800,000
Andy Mahony	700,000
Lambert	700,000
Tam O'Shanter	700,000
Dorpatich	600,000
Orion	500,000
Zampa	500,000
Total	15,035,000

The foreign-bound fleet consists of the steamship Yeddo; loading at the Pacific Lumber Mills for Manila, the British ship

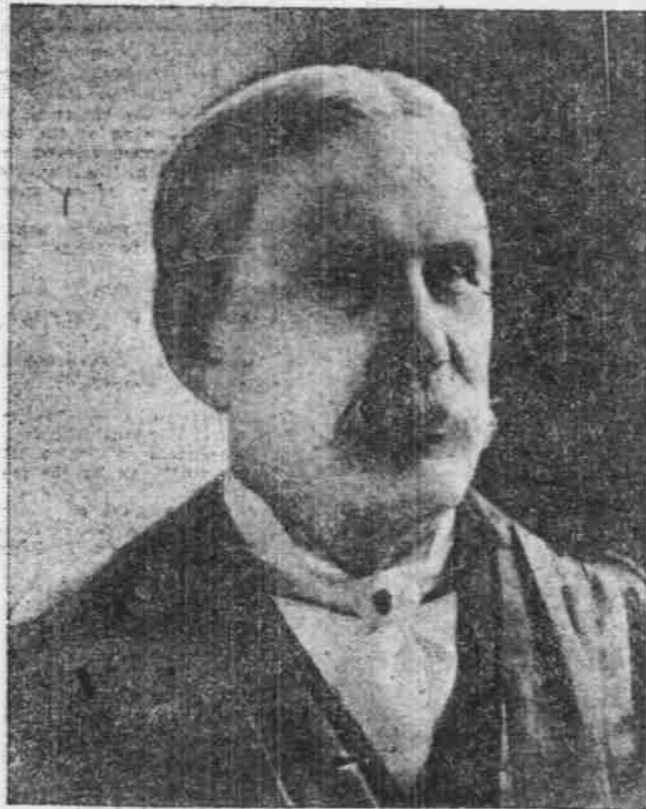
Saxon, loading at the North Pacific Mills for the West Coast, the Norwegian ship Almeda, which will take lumber to Sydney, the barkentine Aluma, loading at Knappton for Adelaide, and the schooner Luaman, which has just completed her cargo at the Victoria dolphins and leaves down the river this morning bound for Shanghai.

All the other vessels are loading for San Francisco or Southern California Coast ports. The loading berths of the several vessels follow: Schooners Andy Mahoney and Irene, human, Poulsen & Co.; Steamer Despatch and schooner Schome, Eastern Lumber Company; barkentine John C. Meyer, Portland Lumber Company; schooner Virginia, North Pacific Lumber Company; schooners Luzon and Olga, Kalama; barkentine Tam O'Shanter, Rainier; ship Two Brothers and schooner Zampa, Vancouver.

Captain's Suspension Reduced.
SAN FRANCISCO, Sept. 19.—Captain Jacob H. Jacobs, master of the steamer San Pedro, whose license was revoked for four years for failure to keep a proper log book and to exercise his crew at boat drill, has had the revocation reduced to 14 days by Supervising Inspector Bertram.

Protet Goes North.
SAN FRANCISCO, Sept. 19.—The French cruiser Protet, Captain Adigod commanding, sailed today for the North, after a two-month's stay in this port. She will go first to Victoria and places on Puget Sound, after which she will sail South, spending the winter in Central America and the South Pacific.

UNITED STATES CIRCUIT COURT OF APPEALS OPENS MONDAY



JUDGE WILLIAM W. MORROW.

Judge William B. Gilbert, who is presiding judge at the session of the United States Circuit Court of Appeals, which opens on Monday, owing to the absence of Associate Justice Joseph McKenna, of the Supreme Court, was appointed by President Cleveland on March 18, 1892, to the third judgeship which had been created for the Ninth Circuit by Congress. He had never held any previous political or judicial office, having practiced law in Portland during the 23 years which had elapsed since he graduated from Ann Arbor.



JUDGE ERSKINE M. ROSS.

Judge Erskine M. Ross had long service on the Supreme bench of California when he was appointed United States District Judge for the Southern District of California in 1888 by President Cleveland. Congress created a second judgeship for the Ninth Circuit and President Cleveland elevated him to the position.



JUDGE WILLIAM B. GILBERT.

When Judge McKenna left the bench of the Circuit Court in 1887 to become Attorney-General to President McKinley, Judge Morrow was appointed on May 20, 1887, to succeed him.

Burned Whaleback Built at Everett.
EVERETT, Wash., Sept. 19.—(Special.)—The whaleback City of Everett burned yesterday at Beaumont, Tex., was built in this city in 1894. She was the only vessel of her kind ever constructed on the Pacific Coast.

Foreign and Domestic Ports.
ASTORIA, Ore., Sept. 19.—Arrived down at 4 and sailed at 11:25 A. M.—Steamer South Portland, for San Francisco. Left up at 6 A. M.—British ship County of Inverness. Arrived at 8 A. M. and left up at 12:30 P. M.—British steamer Indrapura, from Hong Kong and way ports. Sailed at 11:15 A. M.—Schooner W. P. Garza, for San Francisco. Outside at 5 P. M., four-masted barkentine. Condition of the bar at 5 P. M., smooth; wind northwest; weather clear.

St. Helena, Sept. 19.—Passed at 2:30 P. M.—British ship County of Inverness.

San Francisco, Sept. 19.—Arrived—Steamer Umattila, from Victoria; brig Lurline, from Gray's Harbor; steamer Edith, from Seattle; bark Levi G. Burgess, from Chignik Bay. Sailed—Steamer Protet, for Esquimaux; schooner Sallor Boy, for Gray's Harbor; schooner Philippine, for Tacoma; schooner Dauntless, for Gray's Harbor; steamer Columbia, for Astoria; steamer Eva, for Portland.

New York, Sept. 19.—Arrived—Umbrina, from Liverpool; Sailed—Valerian, for Antwerp; La Gasconne, for Havre; Campania, for Liverpool; Graf Waldersee, for Hamburg, via Plymouth and Cherbourg; Columbia, for Glasgow; Minutanka, for London.

New York, Sept. 19.—Sailed—St. Louis, for Southampton.

Havre, Sept. 19.—Sailed—La Lorraine, for New York; La Champagne, for New York.

Antwerp, Sept. 19.—Sailed—Zeeland, for New York.

Liverpool, Sept. 19.—Sailed—Lucania and Celtic, for New York; Arrived—Mayflower, from Boston.

Seattle, Sept. 19.—Sailed—Japanese steamer Iyo Maru, for Hong Kong; 18th, Danish steamer Manuoso, for Siberia via Nome; Arrived—Steamer Cottage City, from Skagway; steamer Rainier, from San Francisco.

Honolulu, Sept. 18.—Arrived—Steamer Chehalis, from San Francisco; Sailed—Chehalis, for Henry Wilson, from San Francisco for Aberdeen; steamer Conanada, from San Francisco for Aberdeen; 17th, steamer Centralia, from San Francisco for Aberdeen; Sailed—Schooner Sophia Christensen, from Aberdeen for San Pablo.

Liverpool, Sept. 18.—Arrived—Cedric, from New York, via Queenstown; Arrived—Potsdam, from New York.

Tacoma, Sept. 18.—Arrived—Schooner Eldorado, from Port Townsend; British ship Leicester Castle, from Seattle.