

# NEWS OF THE MARINE WORLD

## MRS. NOON WINS BIG VICTORY IN ESTATE CASE

### Judge O'Day Decides That Widow of Bag Manufacturer Has Absolutely Half Interest in Husband's Property and Stock and Dividends of Company.

By the decision of Judge O'Day in the circuit court yesterday afternoon Mrs. Emily J. Noon won a sweeping victory over T. J. Armstrong regarding her interests in the W. C. Noon Bag company and the trusteeship of the trust estate of her late husband, W. C. Noon. The decision came at the end of two days of testimony and argument and was a surprise, as it had been presumed that Judge O'Day would take the matter under advisement for an indefinite time. He did not pass on all the points involved, but on the two principal questions he said the case seemed so clear and his opinion was so well founded that it would be frittering away time to withhold his opinion.

First, Judge O'Day decided that Mrs. Noon was entitled to an absolute one-half interest in all the Noon estate property, including the stock and dividends of the Noon Bag company, and that she is entitled to a life interest in one-half of the real estate. This decision follows the opinion of Presiding Judge O'Day in the case of the estate of W. C. Noon, who died in 1898, and who would receive one-half the dividends of the bag company.

### Armstrong Loses Grip.

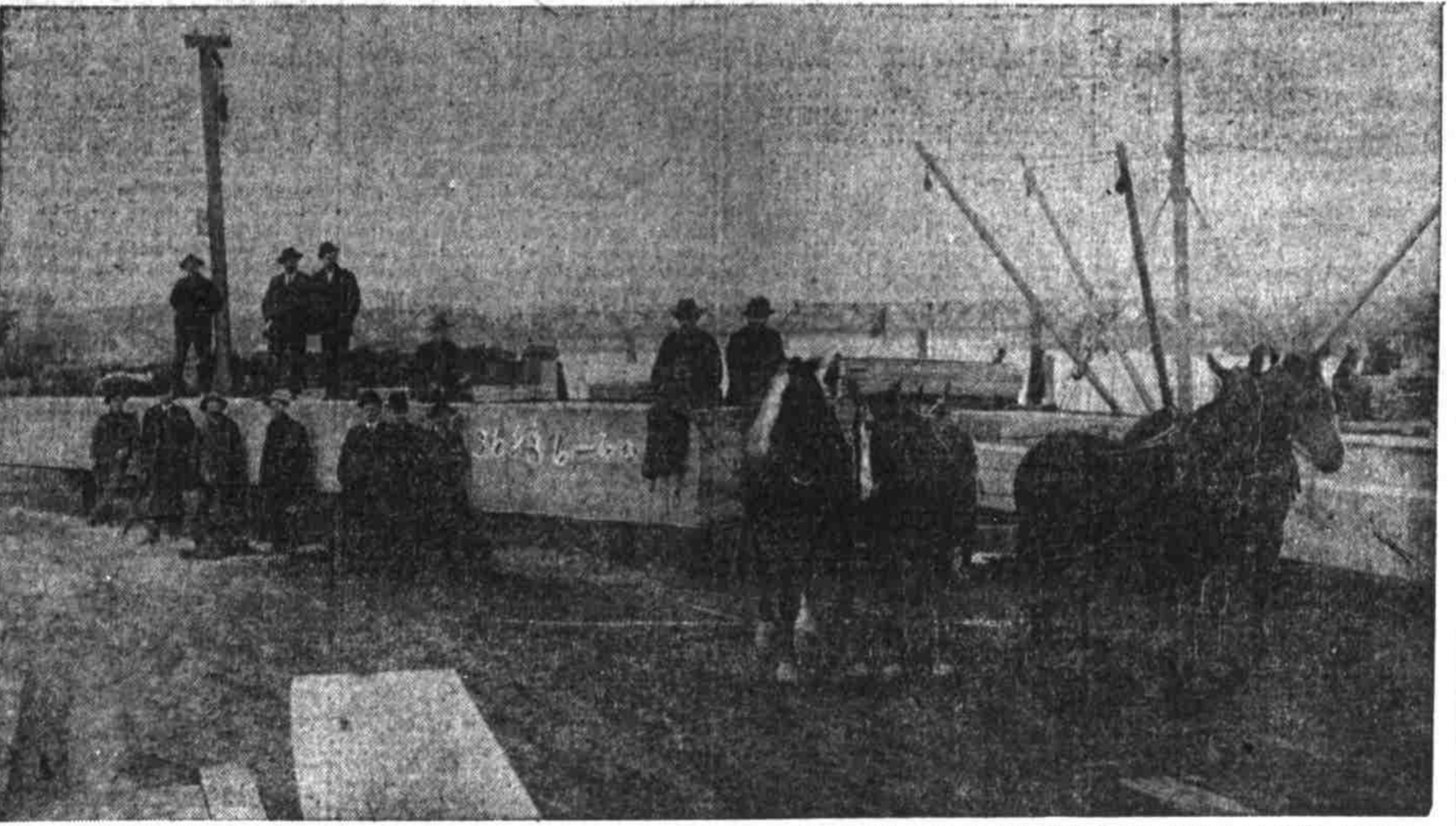
Secondly, Judge O'Day decided that Armstrong shall not remain as the only trustee in the management of the bag company, but that other trustees shall be appointed to take the places of H. M. Caldwell and W. C. Noon, Jr., who resigned. The court said he had not decided who would be named as trustees to fill the vacant places, and that he would have a great disappointment if he were to give the opposing sides an opportunity to agree, if they can. He said that he would be glad to see the parties agree, but that in any event he will not name trustees who are dissatisfied with the estate.

### Three Named by Noon.

"If W. C. Noon had intended that there should be only one trustee," said Judge O'Day in the course of his remarks, "in substance, I do not understand why he would appoint three. He did name one who was his business associate and another who was his own son. The court cannot assume to know more about the intentions of the testator than did W. C. Noon himself, and he is taken with the court's decision. It has been held that the court has no power to appoint trustees, and if this were true the court would have nothing to do with the case. It would be glad to avoid this duty and would be satisfied to say that my hands were tied and I could do no more, but I cannot do that. The appointment of three trustees is mandatory, and the court is obliged to hold that it is in the best interests of the estate. In common, each trustee being entitled to vote one-third of the stock."

The court will say that there appears no fault with the management of

## PRODUCT OF OREGON FOREST GOES TO PANAMA FOR DREDGER AT WORK ON THE BIG CANAL.



One of several timbers, six-foot, shipped this week on the Norwegian steamer Minerva, now on her way to the port of La Boca, Panama. Photo by H. S. P. Warren.

Part of the immense deckload carried by the Norwegian steamer Minerva which left here this week for La Boca, Panama, consisted of timbers 36 inches square and 40 feet long. They are to be used as spuds on dredgers to be operated in the construction of the canal.

While these timbers were monsters in size, still larger ones have been shipped. West Westminster, B. C., sent a timber to San Francisco a few months ago that measured 44x4 inches and was 92 feet long. Too large for the mill saws they had to be cut by hand. A Bellingham mill sawed a timber 40 inches square and

90 feet long and another Washington mill lays claim to having cut timber 42 inches square and 60 feet long. Since the woods of the Pacific northwest are full of gigantic trees there is every reason to believe that a timber exceeding any of the above quoted will yet be brought forth. The mills in this part of the world are rapidly gaining prominence all over the world for their immense and perfect timbers and they are gradually being equipped with specially constructed machinery that will make the production less difficult.

## LASCARS SHIVER IN BITING WIND

### Sailors on Steamer Baron Cawdor Refuse to Wear Heavy Clothing.

## CRAFT SAILS TODAY FOR EGYPTIAN PORT

### Large Wheat Carrier Clears With Valuable Cargo After Having Received Remarkably Quick Dispatch—Exchanges Crew.

Fortunately for the lascars sailors the big British tramp steamer Baron Cawdor will start for the sea this morning after having been here less than a week. The cold wave hit Portland just as the Baron Cawdor arrived and it has nearly driven the lanky bronze-hued natives of Bombay and Calcutta mad.

Not being accustomed to freezing-point weather, the poor strangers have shivered and suffered much during the week, although repeatedly urged to don heavier and warmer clothing. Accustomed to the light canvas suits worn in the tropics they seem unable to adjust themselves to the use of woollens and not a few of the sickers have preferred walking about on the cold iron decks barefooted and with barely any clothing at all. It is considered remarkable that they have not contracted deathly cold during their brief visit.

The Baron Cawdor arrived here last Sunday morning from Guaymas under charter to Kerr, Gifford & Co. to carry wheat to Europe. She was lined by Wednesday evening and began receiving cargo at Montgomery dock No. 2 Thursday morning. At 10 o'clock last night she cleared through the custom house with 220,000 bushels of wheat beneath the hatch, and was ready to begin loading this morning. The cargo is valued at \$187,000. This means that about 2,000 tons of grain were poured into the hold each working day, a remarkably good showing considering the fact that the grain is stowed in sacks and not dumped loose into the hold from an elevator chute.

Indications are that February will roll up a big record for wheat exports, although the winter months in general are banner months in that line. Within the next few days the British steamers Saint Hugo and Tweeddale will leave for Europe with wheat cargoes fully as large as that of the Baron Cawdor while the British steamer Beattie Dollan and the Portland & Asiatic liner Nicomedia will depart for their respective ports with wheat cargoes.

The French bark Buffon will begin receiving wheat at Montgomery dock No. 2 tomorrow and she will soon be followed by the French bark Versailles, which finished discharging inward cargo yesterday. The British ship Walden Abbey will be ready to begin loading next Thursday.

The Baron Cawdor cleared for Port Said where she will receive orders as to her ultimate port of discharge. On her way to the Egyptian port the tramp will call at Calcutta to exchange her crew, the laws of India compelling each native to return to his native country at least once a year. The lascars took a number of sheep on board yesterday afternoon to be butchered on the voyage. They are killed by a priest specially ordained for that purpose and their heads are always turned towards Mecca when the fatal stab is delivered by the trained hand. In order that no mistake is made the officers are always asked to consult the compass before a killing.

## TWO ADDED TO FLEET IN PORT

### German Windjammer and British Steamer Arrive in Port.

## NORWEGIAN CRAFT DUE TO ARRIVE

### Steamer Saint Egbert Under Charter to Carry Lumber to Ports in Philippines and Bark Nal Will Carry Wheat to Europe.

The German bark Nal arrived yesterday and anchored in the stream near St. Johns, and the British tramp steamer Egbert arrived during the night and went to the mills of the St. Johns Lumber company.

The Nal is in ballast from Iquique, and the Saint Egbert came light from Guaymas. The former will load for Europe under charter to Balfour, Guthrie & Co., and the same firm will dispatch the steamer with 3,000,000 feet of lumber for the Philippines.

Among the steamers due to arrive here soon is the Tungus, flying the Norwegian flag, and under charter to carry lumber to the orient. She should reach Portland Monday or Tuesday next week, a report having been received here yesterday of her leaving Santa Rosalia Friday night. The Tungus comes to carry lumber to Panama.

## PLANK SLIDES INTO RIVER.

### Captain Jacobsen Has Narrow Escape From Accident.

In landing at Couch street dock last night the steamer Alliance, from Coos Bay, had to wedge her way between the structure and the gasoline schooner

Berwick. In doing so the improvised gangplank leading from the dock into the rigging of the schooner slid from its supports and plunged into the river. Captain Jacobsen, who gave up command of the Berwick yesterday, had just stepped off the plank to the deck and came within a hair's breadth of being crushed by its fall. He did not notice the plank slide and would have been injured had not the lookout on the Alliance and people on the dock yelled for him to look out. Captain Jacobsen had been removing his personal effects from the Berwick's cabin, which will henceforth be occupied by Captain Bowditch, formerly master of the steam schooner Aurelia. He will go to Coos Bay on the Alliance when she sails Monday night to look after some real estate there, and then proceed to San Francisco for a visit with his family.

General Bowditch has had command of the Berwick for two years and in that time has not had a chance to meet his family once.

## NOTICE TO MARINERS.

### Captain Werlich, Lighthouse Inspector Reports Changes.

Slip Point Light Station—Located on Slip Point, easterly side of Clallam bay, southerly side of Juan de Fuca strait, is a white one and one-half story double-wooden dwelling, with brown roof, surrounded by a white fence, 1,200 feet to the southward of the building from which the light is shown.

Port Gamble Light—Located in 20 feet of water, on the easterly side of the entrance and edge of the channel to Port Gamble, northerly end of Hood canal, carried away and the light extinguished January 30. It will be rebuilt and the light re-lighted as soon as practicable.

Coos Bay outside bar whistling buoy, marked "K," in black, heretofore reported out of position, was replaced January 30.

## CELEBRATE ON BOARD.

### Oriental Sailors Get Day Off to Observe New Year's.

Ordinarily the Chinese New Year's calls for several days of celebrating, but the Chinese crews on board of vessels in the harbor have to console themselves with two. Yesterday and today have been set aside for them and the meantime the work about the docks is being performed by the European officers, or it will not be performed at all.

On board the British steamer Bossie Dollar the Chinese spent most of yesterday resting up after an all night celebration. They had played domino and other games equally interesting.

## En Route to Load Lumber.

- F. E. Sanders, Am. sch., San Francisco
- Echo, Am. bktn., Callao
- Yosemite, Am. sch., San Francisco
- Jordan, Br. sch., Valparaiso
- Salvador, Am. sch., Redondo
- Retriever, Am. bktn., Redondo
- Andy Mahoney, Am. sch., San Pedro
- Albion, Br. sch., Callao
- Albyn, Russ. bk., Callao
- F. H. Lunman, Am. sch., San Francisco
- Virginia, Am. sch., San Francisco
- Alvina, Am. sch., Redondo

## En Route With Cement and General.

- Alice Marie, Fr. bk., Antwerp
- Eugene Regalle, Fr. bk., Antwerp
- Arcticle, Fr. bk., Antwerp
- Crown of India, Fr. sh., Antwerp
- Callum, Br. bk., Antwerp
- Cornell Bart, Fr. bk., Antwerp
- Verben, Fr. bk., Antwerp
- Edward Detaille, Fr. bk., Antwerp
- Emile Galline, Fr. bk., Antwerp
- Agnes, Fr. bk., Antwerp
- Edmund Rostad, Fr. bk., London
- Emanuele Accame, It. bk., Hamburg
- Aggers, Nor. bk., San Francisco
- Bhart, Fr. bk., Antwerp
- Albert Rickmers, Ger. bk., Antwerp
- Clan Graham, Br. sh., Cardiff
- Eugenie Faurel, Fr. bk., Antwerp

## Coal Ships En Route.

- Emily Reed, Am. sh., Newcastle, A.
- Ancaios, Fr. sh., Newcastle, A.
- Brodick Castle, Br. sh., Newcastle, A.
- Callum, Br. bk., Newcastle, A.
- Largemore, Br. sh., Newcastle, A.
- Mindoro, Am. sch., Newcastle, N. S. W.
- Agnes, Fr. bk., Newcastle, A.
- Hatunet, Br. sh., Newcastle, A.

## Tramp Steamers En Route.

- Strathfillan, Br. sh., Vancouver, B. C.
- Sommersted, Nor. sh., San Francisco
- Lungus, Nor. sh., Puget sound
- Hyades, Am. sh., San Francisco
- Cambrian King, Br. sh., San Francisco
- Montlake, Br. sh., Guaymas
- Albion, Br. sh., Valparaiso
- Bonchamp, Br. sh., Valparaiso
- Celticburn, Br. bk., Santa Rosalia
- River Falloch, Br. sh., Talcahuano
- Verben, Fr. bk., Valparaiso
- Leyland Bros., Br. ship., Valparaiso
- Crown of Germany, Br. sh., San Francisco
- Dynamone, Br. sh., San Francisco
- Roche, Fr. bk., Honolulu

## En Route in Ballast to Load Grain.

- Celtic Chief, Br. sh., Honolulu
- Asterkamp, Ger. sh., Caleta Colosa
- Albion, Br. sh., Santa Rosalia
- Cian Buchanan, Br. sh., Santa Rosalia
- Charles Gounod, Br. bk., San Francisco
- Cambusodon, Br. sh., Caleta Colosa
- Earl of Dunmore, Br. sh., Callao
- Cloch, Br. bk., Taitai
- Andre Theodore, Fr. bk., San Francisco
- Bourgonville, Fr. bk., San Francisco
- Nereus, Br. ship., Valparaiso
- Bonchamp, Br. sh., Valparaiso
- Celticburn, Br. bk., Santa Rosalia
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- Dynamone, Br. sh., San Francisco
- Roche, Fr. bk., Honolulu

## Oil Steamers En Route.

- Atlas, Am. sh., San Francisco
- Geo. Loomis, Am. sh., San Francisco

## MARINE INTELLIGENCE.

### Regular Liners Due to Arrive.

- Senator, San Francisco, Feb. 2
- Breakwater, Coos Bay, Feb. 2
- G. W. Elder, San Pedro and way, Feb. 3
- Alliance, Coos Bay, Feb. 3
- Buffon, Fr. bk., Montenegro, Feb. 10
- Rose City, San Francisco, Feb. 11
- Roanoke, San Pedro and way, Feb. 11
- Nicomedia, orient., Feb. 25
- Alvina, orient., March 1
- Arabia, orient., April 15
- Nicomedia, orient., May 1

### Regular Liners to Depart.

- Alliance, Coos Bay, Feb. 3
- Breakwater, San Francisco, Feb. 5
- Geo. W. Elder, San Francisco, Feb. 6
- Nicomedia, orient., Feb. 10
- Hannell, San Francisco, Feb. 12
- Rose City, San Pedro and way, Feb. 13
- Rose City, San Francisco, Feb. 14
- Nicomedia, orient., March 1
- Alvina, orient., March 1
- Arabia, orient., April 10

### Vessels in Port.

- St. Nicholas, Am. sh., Astoria
- Versailles, Am. sh., Goble
- Henry Villard, Am. sh., St. Johns
- Acme, Am. ship., Dolphins
- Greenwich, Fr. bk., Greenwick
- Walden Abbey, Fr. ship., Centennial
- Amazon, Br. bk., Stream
- Reinbek, Ger. sh., Oceanic
- Bayard, Fr. bk., Greenwick
- Irena, Am. sh., Goble
- General Boland, Am. sh., Columbia
- Province, Br. bk., Elevator
- Ville de Dijon, Fr. bk., O. C. V.
- John A. Campbell, Am. sch., San Pedro
- St. Hugo, Br. sh., Stream
- Bessie Dollar, Br. sh., Elevator
- Nordsee, Ger. bk., Stream
- Carroll Canyon, Br. sh., Redondo
- Nome City, Am. sh., St. Helens
- Luzon, A. sch., Stella
- Nicomedia, Ger. sh., Alhaska
- Tweeddale, Br. sh., N. P. Mills
- St. Helens, Am. sh., Rainier
- Verben, Fr. bk., Couch street
- Haldia, Nor. sh., Kalamia
- Expansion, Am. sch., Stella
- St. Egbert, Br. sh., St. Johns
- Alliance, Am. sh., Couch street

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## HUNGRY SEAGULL ATTACKS SAILOR

### Immense Flock of Birds Surrounds Steamer Alliance Off Coast.

## WINTRY WEATHER MAKES FOOD SCARCE

### Coaster Arrives from Coos Bay With Good Passenger List but Light Freight—Smooth Sea Makes Voyage Pleasant.

Driven to desperation by hunger, a fearless seagull grabbed a sailor on the steamer Alliance by the ear and tried to carry him off Friday afternoon while the craft was bowling along under full speed from Coos Bay to this port. The bird refused to let go his hold until nearly beaten to death.

The steamer arrived here last night and the strange story was related by several passengers who came up on the bow to see the coast. The weather along the coast must have made food scarce, because the seagulls would readily eat from the hand. It was after having been fed several pieces of meat that one bird nabbed the kind hearted tar by the lobe of the ear and tried to steal him away.

The birds came in flocks of thousands and at times fought fiercely for a roost in the rigging. Following the steamer for miles told upon the endurance of some of the birds and experience had taught them that they could just as well ride.

The Alliance brought 52 passengers but a light freight. The intention is to leave for Puget sound Monday night. Captain Olson reports line clear water along the coast, although the easterly wind caught easily he felt several miles from shore. The vessel is ready, however, the temperature was much milder.

## CRAFT STILL MISSING.

### Hope for Overdue Vessels Now Practically Abandoned.

Reinsurance on the coal laden British ship Castle Rock has advanced to \$5 per cent and there seems little hope of her ever showing up.

She left Sydney, Australia, 125 days ago and has since been heard of. It is believed that she is in the Gulf of Mexico, but the hour of departure it was intended to send her to Portland but the orders were changed owing to the condition of the coal market.

The missing Japanese steamer Goto Maru has not yet showed up and it is now practically abandoned. She was last seen in a storm while bound for Hakodate, Japan, from San Francisco.

## TO SERVE AS BARGE.

Old Clipper Ship Will Soon Be a Thing of the Past.

San Francisco, Feb. 1.—The bark Shenandoah has been towed down from Mare Island by the tug Defiance to an anchorage in Mission bay. It is generally understood that the United States government has purchased the Shenandoah and will convert her into a coal barge. The Shenandoah will then be sent down to Magdalena bay with a supply of coal for the use of the warships at that place.

## ALONG THE WATERFRONT.

The steamer Breakwater is due to arrive tonight from Coos Bay.

The Harriman liner, Rose City, will arrive here February 11 on her first visit from San Francisco. She will alternate with the Senator on a weekly schedule.

Captain Garrick of the British bark Amazon was taken to the Good Samaritan hospital yesterday suffering from the grip. The vessel is ready to proceed to sea, bound for Europe with a cargo of wheat.

A. M. Turner arrived here from San Francisco yesterday to go through the Pacific Bridge company's new dipper dredge to tear out the old dyke at the mouth of the Willamette river.

The steam schooner Capistrano will soon have her machinery installed at the wharf of the Willamette Iron and Steel works. When ready she will engage in the coastwise lumber trade.

## MARINE NOTES.

Astoria, Or., Feb. 1.—Condition of bar at 5 p. m., smooth; wind southeast; miles; weather cloudy. Arrived at 7 a. m. and left at 8:30 a. m.—Steamer Alliance from Coos Bay. Arrived at 7:40 a. m. and left at 1:30 p. m.—Steamer St. Egbert from Guaymas. Arrived at 4:30 p. m. and sailed.—Steamer Washington for San Francisco. Arrived at 4:30 p. m.—Steamer Sue Elmire from Tillamook.

San Francisco, Feb. 1.—Arrived.—Steamers Cascade and Hanalei from Portland. Sailed.—British ship Crown of Germany for Portland. Norwegian steamer Torja Viken struck buoy at Nagasaki, propeller damaged. Norwegian steamer Fagelund floated and will be docked and surveyed; much damaged.

Portland, Feb. 1.—Arrived, January 31.—British steamer Glenstead from Portland.

Caleta Colosa, Feb. 1.—Sailed, January 28.—German bark Alsterkamp for Portland.

Tides at Astoria, Sunday.—High, 1:14 a. m., 8:17; 1:40 p. m., 8:42; low, 7 a. m., 2:37 p. m., 1:5 p. m., 7:57 p. m.

## SO COAST PAPER GIRL WHO ELOPED MEN MAY BID WEEPS IN COURT

### Ankeny Goes After Uncle Charged as Swindler at Seattle; Husband Ditto in Print Stock.

(Washington Bureau of The Journal.)

Washington, D. C., Feb. 1.—Senator Ankeny of Washington has secured an agreement from the bureau of insular affairs that next year the bureau will ask the public printer to include in his next annual call for bids on paper, an invitation of separate bids for the Philippines, f. o. b. Manila. This will offer manufacturers of the Pacific coast an opportunity to compete on paper for the Philippines, and also retain for the bureau the option to accept for the government printing office, price for the same work, should they prove more favorable than bids for delivery f. o. b. Manila.

Senator Ankeny had brought to the attention of the bureau the fact that bids for 1908 required delivery at New York, and he urged that this was unfair to the coast, who could not bid, under the terms of the call, with factories on the Atlantic coast.

## Linn Horticulturists.

(Special Dispatch to The Journal.)

Albany, Or., Feb. 1.—At the annual election of officers of the Linn County Horticultural society the following were elected: President, Hub Bryant; secretary and treasurer, J. Mitchell; vice-presidents, Z. J. Grims of Harrisburg, John Pugh of Shedd's, M. C. Jenks of Tazewell, Ed. Holloway of Brownsville, John McNeil of Millersburg and D. W. Rumbaugh of North Albany.

## The Polite Finger Watch.

"Maurrin Defield," said a New York jeweler, "is wearing a finger watch for politeness. I believe, with the revival of good manners, the old-fashioned finger watch will grow popular again."

He took from a showcase a ring that held, in place of a stone, a tiny watch, and showed the size of the usual seal in a sealing.

"The duke of Wellington wore a finge watch," he said. "Thus he could, when time pressed, ascertain the hour without offense to any. Aside from its beauty, that is the finger watch's chief virtue. It is so small that it does not hurt the sensitive as you would do by juggling a big turnip out of your vest-pocket."

"Wrist or bracelet watches have that advantage, too; but with us they are somewhat regarded as effeminate, though the English and French are not. In the British army an officer on duty would as soon appear without his boots as without his wrist watch."

## Library Thieves.

"Library thieves fall into four classes," said a librarian. "The first and most numerous is the umbrella thief, a gentleman who takes a book and runs. The second is the girl who elopes with a book. The third is the woman who steals a book and runs. The fourth is the man who steals a book and runs."

"This lady lounges about your library with an unrolled umbrella in her hand. If she sees a book she wants, a magazine or a newspaper—pop it goes into the umbrella's capacious folds. Her type is well known. Never carry an unrolled umbrella into a library. You would escape the surveillance of the watchers and attendants."

"Another class—the one who steals a book and runs. This class is the most numerous. They walk out with a stolen book or paper under their arm as if it were their own. And, hang it, they escape, too, if they are careful that our label doesn't show."

"Our percentage of thefts? Well, we count to have about two books in every 100 stolen."

## A Skater on Falls.

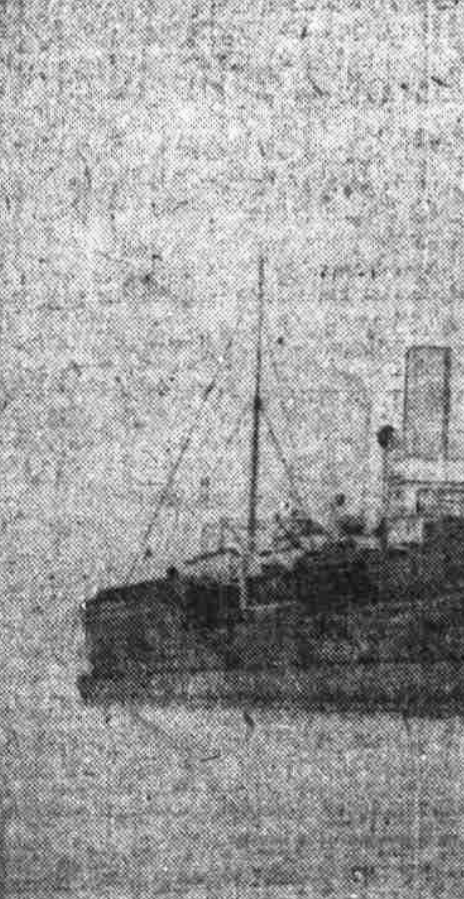
The skater fell with a great crash. Do you know, he said, it is much more painful to fall on a skating rink than on a stream naturally frozen. There is a stream in the system less than one mile from here.

"Rinkie, you see, in frozen fields frozen right through from top to bottom. Hence there is no give. It is to fall on it is to fall on a granite rock."

"Natural ice is thinner than the rink ice. It gives a little. It is a certain softening element."

## STEAMER NARROWLY ESCAPES TURNING TURTLE ON PUGET SOUND.

While bound from Tacoma to Bellingham during the week to finish her cargo of lumber the British turreted steamer Angus was caught in the swirling tide and turned partly over on her side. Luckily the helmsman of the deckload gave way or the craft would probably have turned turtle.



Caught in the Swirl of the Tide the British Steamer Angus Goes on Her Beam End and Dumps Deckload Into the Sea.

## STEAMER NARROWLY ESCAPES TURNING TURTLE ON PUGET SOUND.

A number of tugs were dispatched as quickly as possible to gather in the lost timbers, but quite a number were lost. The accident caused some damage to the vessel.

The Angus has been carrying lumber from coast ports for some time and cargo of railroad ties and building material having recently been shipped to

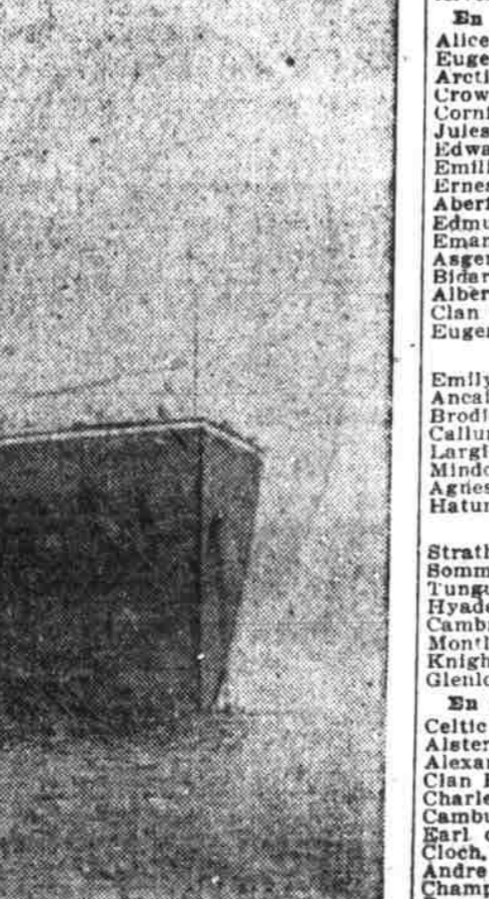


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