

Morning Oregonian

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PORTLAND, OREGON, TUESDAY, MAY 5, 1908.

PRICE FIVE CENTS.

MONSTER WAVE UPSETS LIFEBOAT

Eleven of Kelton's Crew
Go Down.

SURVIVORS TAKEN ASHORE

Lumber Steamer Tossed and
Torn by Wind and Waves.

NOW ANCHORED OFF SHORE

Newport Life-Saving Crew Rescues
Captain McKenna and Ten Men.
Nelson, With Broken Leg,
Drifts Ashore on Wreckage.

NEWPORT, Or., May 4.—Eleven of the officers and crew of the steam schooner Minnie E. Kelton, lumber laden, from Aberdeen, Wash. to San Francisco, were killed or drowned as result of a gale Friday night.

The steamer is lying at anchor, half wrecked, about a mile off shore between Yaquina heads and Cape Poulweather. Captain James McKenna and nine of his crew were saved.

Dead and Missing.

The dead and missing (undoubtedly dead) are:

WALTER PETERSON, oiler.
BARNEY M. VEY, fireman.
SVEND PETERSON, steward.
R. W. LITTLE and GEORGE JOHN-SON, cabin boys.
A. ELOSOSSON, A. KOSKE, G. H. JENSEN, O. ROBKURST and F. JOHN-SON, members of crew.
C. R. LUND, chief engineer.

Ten Men Are Rescued.

Injured:
Andrew J. Nelson.

Saved:
Captain James McKenna, First Mate M. Martin; Second Mate John Mortenson, First Assistant Engineer James Carney, Oiler Walter Hoffman, Firemen John Howland and C. D. Hansen, Sailors A. Anderson, W. Kaskesen and Andrew J. Nelson.

Steamer Encounters Gale Friday.

Friday the Kelton ran into a strong head wind, which increased as the day proceeded, until by midnight it was blowing a hard gale. The vessel continually shipped large volumes of water and labored heavily in the sea. The rough weather continued until the vessel reached a point eight miles southwest of Yaquina, when the deckload shifted and started the bulkhead of the fire room, and the vessel began filling from the bunkers and engine-room to the hold. The pumps proved unavailing against the crush of water.

Captain McKenna, realizing the seriousness of his position, headed for the Columbia River, but his frigate was soon extinguished. The Kelton filled rapidly and was soon wallowing around at the mercy of wind and waves.

Lifeboat Is Swamped.

When she had drifted north of Yaquina Head the captain, seeing the hopelessness of his vessel's condition, ordered the craft abandoned, and directed that the lifeboat, which was large enough to hold the entire crew, be lowered. While engaged in clearing the lifeboat, the vessel suddenly shipped a tremendous sea which swept overboard the deckload of lumber, and with it the after deck-house, both boats and 11 of the men. The lifeboat was pitched onto the floating lumber, one end hanging at a sharp angle.

In climbing into the boat the men capsize her. They succeeded in righting her again and about seven sailors climbed in, leaving four others on the wreckage. The captain ordered the boat to pick these men up, but for some reason the order was not obeyed. Within a few minutes the lifeboat and the wreckage with the unfortunate on board, drifted away from the Kelton.

Seek Refuge in Rigging.

By this time the steamer had drifted close to shore and Captain McKenna let go his anchors in hopes they would hold off shore. Shortly afterward a gale shut out from view the lifeboat and the men on the wreckage. None of them was seen again until three of their bodies were picked up on the beach Sunday.

Meantime the men remaining in the Kelton took refuge in the rigging, but fearing they would be swept overboard, they crawled along the cargo booms and in this precarious manner succeeded in gaining the forecabin, where they remained until rescued Sunday afternoon. They had neither water nor provisions and suffered greatly from hunger, thirst and exposure. During all this time signals of distress had been flying, but failed to attract the attention either of the lifesaving station or passing vessels.

Farmer Carries First News.

The first intelligence of the wreck was brought to Yaquina Bay Lifesaving Station about noon Sunday by Paul Chatterton, a farmer living near the scene of the wreck.

A lifeboat was sent up the Coast to the Kelton and a surfman with signaling apparatus went along shore to the craft. The lifeboat took off the remaining members of the crew and landed them safely about two miles above the wreck. Search was then made for those of the sailors who might have been washed

ashore. The boat was found a short distance further north with one man lying dead in the bottom of it. A half mile further up the beach another body was found, and a third body was found in a mass of wreckage near the second one.

Nelson's Thrilling Experience.

A. J. Nelson, one of the men who had been abandoned on the wreckage, managed to save his life after undergoing a horrible experience. When the wreckage struck the beach Saturday night, the breakers piled the lumber on top of the unfortunate sailors. Nelson, with his leg broken above the ankle, managed to extricate himself from the grinding mass, and reached the shore about 9 o'clock at night. As he was washed away from the wreckage he heard the agonized screams of his companions above the roar of the pounding surf as they were being crushed to death.

With broken bones protruding through the flesh and enduring fearful agony, the man lay there all night. Sunday morning he attempted to crawl along the beach,



Ex-Senator J. F. Dryden, of New Jersey, Chosen Chairman of State Republican Convention.

when he was discovered by the children of Andrew Wisniewski, a farmer. Wisniewski carried Nelson to his home and came to this place for a physician.

Chief Engineer Lund was last seen in his cabin a moment before it was washed overboard. He is believed to have been killed.

The steam schooner Washington early today ran in near the Kelton and apparently made an effort to take her in tow.

MAY CALL STRIKE TODAY

Cleveland Street-Carmen Present Ultimatum to New Company.

CLEVELAND, O., May 4.—In an ultimatum tonight the motormen and conductors of the Municipal Street Railway Company gave President Dupont until 2 o'clock tomorrow afternoon to appoint an arbitrator for the company, one of three to be named in an effort to adjudicate the streetcar troubles.

Falling at that hour to have named his man, the union says it will declare a strike to enforce the men's demands for recognition of a contract entered into by the old Cleveland Electric Company, taken over by the Municipal, calling for an increase of 2 cents an hour in pay, free transportation and other concessions.

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GENERAL INCREASE OF RATES PLANNED

Eastern Roads Are After
More Revenue.

RAISE AVERAGES 10 PER CENT

Will Cause Upsetting of Rate
Basis of 17 Years.

HARD FIGHT TO BE MADE

Shippers Will Contest Fiercely.
Both Class and Commodity Rates
With Few Exceptions to Be
Raised—Revenue Swelled.

CHICAGO, May 4.—(Special.)—General advances in freight rates in "official classification" territory, including all the district east of the Mississippi River to the Atlantic seaboard and north from the Ohio River to the Canadian border, have been decided upon by railroads in that territory.

This means increased revenue exceeding \$100,000,000 annually, but the movement must first stand a determined fight by all the shippers. Many conferences have been held and the railroad presidents expect fierce opposition. They argue that the fairness of the country will not permit them to lose \$100,000,000 annually, and that they must increase rates or decrease wages.

Increase Averages 10 Per Cent.

July 1 there will be an advance in all "class" rates, and August 1 all but four of the commodity rates will be boosted. The average will be 10 per cent. This will be the first advance in rates of this character in the history of the country, and it will disturb the rate adjustment throughout the entire country, upsetting a rate basis which has existed for 17 years.

This movement, it is understood, precedes similar action on the part of all railroads in the United States. In fact, the Southeastern roads already have decided. It is claimed, to follow the lead of the Eastern lines. Western lines have had no voice in the matter, but they must acquiesce in the plan, owing to the geographical division of territory for rate-making purposes.

Few Commodities Escape.

The territory described is the key to the entire situation. It originates more than two-thirds of all the tonnage carried by all the roads, and roads in this territory enjoy more than one-half of the local revenue of all lines in the United States.

The only commodities to escape the increased rates are wheat, flour, packing-house by-products and dressed beef. Upon a register of visitors, furnished accurate information concerning hotel accommodations and points of interest to strangers, afford a meeting place for Pacific Northwest visitors and their friends and give them facilities for receiving and dispatching their mail.

The names of all visitors who register will be telegraphed to Portland each day and published in The Oregonian. In this way relatives and friends will be given full information concerning visitors in the Bay City.

The bureau is in charge of Arno Dosch, formerly of Portland, who will do his utmost to assist and make enjoyable the visit of those who seek the aid of The Oregonian information bureau.

Visitors to San Francisco from this section will avoid much discomfort and annoying delay due to the overcrowded condition of the city by registering at The Oregonian bureau immediately on their arrival.

seaboard upon condition of receiving a certain specified portion of the tonnage. The grain and flour rates are advanced every winter and are reduced every spring because of the competition of the lakes which controls this traffic.

Increase of Class Rates.

The official classification divides all products transported into six classes and into scores of commodities. The class rates, on which not to exceed 30 per cent advance and the New York Central rates of the business is done, will be increased between Chicago and New York as follows: First class, from 75 to 85 cents; second class, from 65 to 74 cents; third class, from 50 to 57 cents; fourth class, from 35 to 40 cents; fifth class, from 30 to 33 cents, and sixth class, from 25 to 27 cents. The increase in the commodity rates, on which the great bulk of the traffic moves, will be on an average of 2 cents per 100 pounds.

Roads Which Have Agreed.

The railroads which have agreed to this general increase include the Pennsylvania and the New York Central lines and have a total mileage of about 60,000 miles. According to the Interstate Commerce Commission's statistical report, these roads earned in 1906 approximately \$1,200,000 out of a total gross earnings of \$2,000,000 for all railroads.

The proposed increases have the desired effect. It is not impossible that the revenue of these railroads will be swelled by \$120,000,000 annually.

WOMAN BECOMES PLUNGER

Plays the Races and Is Short \$4000
in Accounts.

SAN FRANCISCO, May 4.—Josephine L. Brown, cashier of E. Friedlander & Sons' lingerie establishment on Geary street, is under a grave charge. Her employer swore to a warrant today accusing her of embezzlement. Although the complaint states that the cashier took only \$20, Friedlander told Judge Cabanis that Miss Brown was short in her accounts between \$3000 and \$4000.

Her bail was fixed at \$2000 bonds of \$1000 each. The merchant who obtained the warrant, declared that the races had a strong attraction for the young woman and that she had become quite a plunger.

OREGONIAN BUREAU AT SAN FRANCISCO.

Oregon, Washington and Idaho
People Please Register at California Building.

FOR the convenience of its friends and patrons in the Pacific Northwest, The Oregonian has established a free information bureau at San Francisco, where all visitors in that city from Oregon, Washington and Idaho, during the festival in honor of the visiting battleship fleet, will be made welcome. The bureau is located in the California building, on Union square, 25 the corner of the downtown business district, and is convenient to any carline leaving the Union Ferry.

The purpose of the bureau is to keep a register of visitors, furnish accurate information concerning hotel accommodations and points of interest to strangers, afford a meeting place for Pacific Northwest visitors and their friends and give them facilities for receiving and dispatching their mail.

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BRIBERS TESTIFY TO PAYING RUEF

Evidence Puts Ex-Boss
in Tight Place.

PARKSIDE MEN GET IMMUNITY

Fee of \$30,000 for Getting
Trolley Franchise.

WANTED ANOTHER \$15,000

How "Honest Broker" in Official
Business Held Up Real Estate
Syndicate—Price Reduced
From \$50,000 to \$30,000.

SAN FRANCISCO, May 4.—The prosecution this afternoon in the trial of Abraham Ruef, charged with offering a bribe to Supervisor Jennings J. Phillips in connection with a trolley franchise for the Parkside Realty Company, one of 117 indictments against him, dismissed the indictments against W. I. Brobeck and G. H. Umbsen, who with J. E. Green were jointly indicted with Ruef 14 times in the Parkside matter. This followed the action last Friday of Assistant District Attorney Francis J. Heney in dismissing the same number of indictments against Green after he had refused to testify on the ground that he was a co-defendant.

Brobeck has already given his testimony and Umbsen will follow Green on the stand, testifying for the state now that the indictments against him have been dismissed.

Green, who is president of the Realty Company, again took the stand this afternoon and told of employing Ruef as an attorney for a fee of \$30,000 to get a franchise from the Board of Supervisors, after other means to get the special committee to which it had been referred to take some action upon the application had failed.

Why Franchise Was Needed.

Henry Ach, chief counsel for Ruef, brought out upon the cross-examination of Green that the Parkside Company had been organized to speculate in real estate and exploit a tract of land south of Golden Gate Park of 165 blocks of 50 lots each, purchased for \$800,000, which was to be graded, streets, sewers and water put in and put on the market, the total sales when all sold, aggregating \$5,000,000.

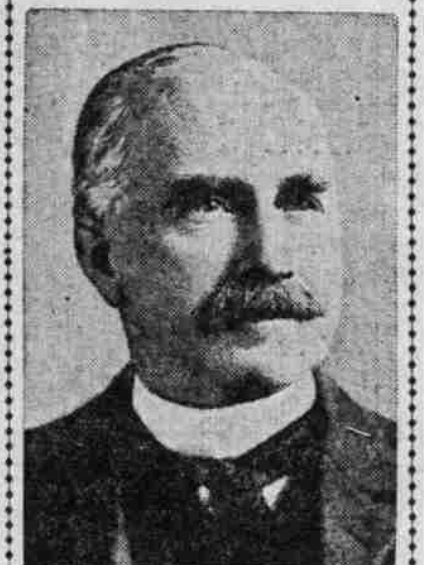
It developed that the company had practically guaranteed to purchasers that the street railway would be built to the lot; that the Parkside Company had made application to the United Railroads for an extension of its lines, offering a subsidy of more than \$50,000, which was refused, and that subsequently the realty corporation offered \$100,000 to any one who would build a line to the tract. Green admitted that the street railway was absolutely essential to the success of the scheme and Mr. Ach directed his questions to show inferentially that the fee asked by Ruef

was not at all large, considering the magnitude of the realty company's undertaking and the amount of money involved. Green's cross-examination had not been concluded when court adjourned until tomorrow.

Ruef Demanded \$50,000.

Under examination by Mr. Heney this afternoon, Green told of the difficulties encountered by the Parkside Company's application for a trolley franchise. Mr. Ach made a strong fight against the admission of the evidence on the ground that the declarations and acts of the witness as an individual without the knowledge and approval of Ruef did not bind the defendant. Mr. Ach kept up a steady fire of "objected to on the ground that it is incompetent, immaterial and irrelevant," but with few exceptions he was overruled by Judge Dooling.

Green testified to Ruef's demand for a fee of \$50,000 if employed as an attorney in getting the franchise from the Supervisors, the witness' refusal at first to consider the proposition but of his sub-



Judson Harmon, Probable Democratic Candidate for Governor of Ohio.

sequently instructing G. H. Umbsen to employ Ruef when the latter came down to \$30,000. The witness was particular to state that Ruef was employed as an attorney and that the money given him was a fee.

Would Only Pay on Delivery.

Green said Ruef at first asked to be paid one-half when the resolution was passed by the Board of Supervisors offering the franchise for sale. This, however, witness declined to do and sent word to Ruef that he would be given no money until the franchise was a valid document. This was finally agreed to by Ruef. Green testified that he instructed Douglas Watson, secretary of the Realty Company, to draw a check for \$30,000, get currency for it and leave it with Umbsen. This was done.

Extra Fee for Change of Route.

"Ruef wanted the money in currency," said Green.

Witness then related the transactions by which Watson and Harry B. Umbsen transferred to the Realty Company two pieces of land for \$30,000, which was retransferred to them without consideration.

The witness next testified to the desire of the company to change the route for the trolley line and to Ruef's demand for an additional fee of \$15,000. Ruef said it would be difficult to persuade the Supervisors to change the route after already having passed the resolution offering the franchise for sale. Green stated that Ruef refused to do anything more in the matter unless he was paid \$15,000 on his promised fee, saying he had not received anything so far for his services already rendered.

ISSUE \$100,000,000 BONDS

HARRIMAN WOULD CONTINUE
UNION PACIFIC WORK.

Says He Wants to Provide in One
Mortgage for New Lines and Extensions When They Are Built.

NEW YORK, May 4.—E. H. Harriman announced today that the stockholders of the Union Pacific Railroad Company will be asked at their meeting at Salt Lake tomorrow to authorize an issue of \$100,000,000 of bonds. He said that \$50,000,000 of this amount will be reserved for issue under strictly guaranteed provisions for construction and acquisition of new lines and additions. Mr. Harriman's statement follows: "The financial requirements of the Union Pacific have been much exaggerated. The maximum amount needed at this time to put the company in funds does not exceed \$25,000,000, but we want to resume development and put our people to work. In no event, however, will over \$50,000,000 of the bonds be issued against properties now owned. Instead of mortgaging new lines as constructed or acquired and thus having separate mortgages on different divisions it is deemed best to provide in one mortgage for future extensions and new lines. The meeting is a preliminary step to put the company in a position to take advantage of the favorable opportunities to raise additional capital to the best advantage."

TEST "COMMODITIES CLAUSE"

Railroads in Sympathy With Department to Try Hepburn Act.

WASHINGTON, May 4.—Arrangements are well under way for a test case of the "commodities clause" of the Hepburn act to be made unless a material change takes place in the situation as a result of legislation or other circumstances. The railroads, which are most interested in the matter, have shown, according to statements at the Department of Justice, hearty sympathy with the purpose of the Attorney General, and

OREGON PEOPLE BY THE HUNDRED

Special Trains Carry
Visitors to Fleet.

OREGONIAN BUREAU VERY BUSY

Information Booth Proves a
Great Help to Strangers.

REGISTER THEIR NAMES

Portland and Northwest People Are
Helped to Obtain Accommodations and All Information
Desired Is Furnished.

BY ARNO DOSCH.

SAN FRANCISCO, May 4.—(Special.)—The first of the special trains, bearing Oregon people to see the fleet review in San Francisco, arrived this morning with four hundred well-known Portland people and two hundred from other parts of Oregon, Washington and Idaho. When the train unloaded at Oakland Pier, there were so many faces familiar to the streets of Portland, it looked like a Seaside excursion train entering the Portland depot.

In anticipation of the crowd and the others, which will arrive here in the next few days, the Oregonian Information Booth in California building, Union Square, just opposite the St. Francis Hotel, was open and ready to care for the Northwest visitors. Many of these came and registered and received helpful information regarding places to stay. Others had telegraphed for reservations and these are about the last for whom there will be room in the big hotel. After today visitors will be unable to obtain accommodations for themselves and will be given lists of addresses among which they can choose for themselves.

Oregonian Bureau Busy.

Of the many Northwest people who registered at the Oregonian Information Bureau, accommodations for most were obtained at hotels, but toward the end of the day it became necessary to draw on the private houses, a list of which had been obtained in advance for the purpose. No one who came to the booth went away without learning all that he came to find out.

The matter of accommodations was not all that was sought. Programmes of events and the thousand and one difficulties that confront strangers in a city, were cared for there. Many Northwest people returned to the booth several times during the day, some bringing other Northwest people to register and others to be set right on some difficulty that presented itself.

Something of the excitement that prevails here even two days before the fleet arrives can be imagined from the fact that 50,000 people have reached the city within the last 48 hours. The Ferry building is crowded all day long and Market street is busier than at any time before the fire. The city has never had so festive a scene. A hundred special trains from points as far away as Ogden are scheduled to arrive within the next two days.

Great Crowds Expected.

Altogether 125,000 people are expected to be here from distant places and 200,000 from other points within a hundred miles of the city.

What has most impressed visitors is the fact that the city is, with the exception of gaps in the lines of buildings, as much of a city as ever, and able to care for the big crowd and answer every want. The streetcar service is standing the strain well as yet, and the Southern Pacific has been able to handle the excursionists.

The Oregonian Information Bureau on its first day of operation, proved helpful to many and promises to be the rendezvous, especially for Portland people. On account of its central location in the heart of the hotel district, it is made constant use of. This morning's train was met before it reached the city by the Oregonian special representatives, who hunted out all the Northwest people and invited them to make the Information Bureau Booth a convenience. Signs were also placed in the Ferry building, at the big mining and agricultural displays on the second floor, directing Northwest people to come to the information booth. All trains bearing crowds who come to see the fleet, will be met and similarly directed.

Northwest People Register.

In the midst of the gay throng coming from the train walked State Treasurer George A. Steel, very pale and unsmiling. He was met by friends and mixed but little with the crowd during the journey.

F. C. Smithson, the Oregon sprinter, was also on the train, prepared to carry off some of the honors in the sprints and hurdles at the big athletic meet, which will be held here during the fleet's stay.

Those who registered with the Oregonian Information Bureau are:

Dan J. Maloney and wife, Sam Herring and wife, James McWood and wife, Frank Richet and wife, Colonel E. Everett, H. W. Fries and wife, Ernest Brandt, J. M. Ambrose, William Van Schuyver, J. W. Matthes, Sam B. Story.

(Concluded on Page 2.)

