

TRAFFICKER HELD HERE

Full Confession
Given Out By
the Girl

LONG CHASE BY POLICE

CONFESSED SLAVE A PRETTY WOMAN OF 17 YEARS.

CHRIS LOUIS, A GREEK
OF THIS CITY, THE SUSPECT

Girl-Wife Who Confesses Her Connections This Morning, Is Held on Minor Charge in the City Jail, Pending the Arrival of a United States Marshal—Trafficking Commenced in Walla Walla.

White slavery in its most virulent form has been uncovered in La Grande after a long and diligent chase by Chief of Police Walden and a confession of a pretty young girl-wife, now in the city jail awaiting developments in the sensational disclosure. How a Greek named Chris Louis—now in the county jail here—enticed a girl-wife of 17 toward the primrose path from a life of decency and respectability, sent her to La Grande and collected money from her illicit relations with eight Greeks in La Grande, and how the Greek, Louis, and the woman in question have been trailed by stool pigeons and the chief of police for more than a week comes out in a confession made by the woman to Chief of Police Walden and statements of the police department.

Held in Jail Today.
The woman's name is Grace Dillman, originally of Pendleton and until the present a respectable wife of a respectable farm hand working in the fields near Pendleton. Mrs. Dillman is still in her teens, probably about 17 years of age, and is pretty and attractive, and though not immaculately attired, is groomed in clean and neat attire. The pathetic side of the whole affair came when Mrs. Dillman was arraigned this morning before Police Judge Humphreys on a disorderly conduct charge and sentenced to ten days in the city jail. She pleaded guilty to the charge of unlawful cohabitation with Chris Louis in a local hotel on the night of August 17. A ten-day sentence in the city jail was pronounced on her and she broke down, and weeping and sobbing, was led to the city jail cell where her husband—called to the scene from the Pendleton harvest fields—is the poor girl's only comfort. He remains at her side loyally and is doing all in his power to bring the matter to trial.

The charge against her now is only a trivial one intended to keep her in jail without bonds until a United States marshal arrives on the scene to prefer charges of white slavery against Louis, held in the county jail here. The woman's confession will be used against Louis when he is brought to trial.

Girl's Story Pathetic.
From her home in Pendleton Mrs. Dillman went to Walla Walla to visit friends while her husband was sewing sacks in the Pendleton wheat fields. At Walla Walla she fell into bad company it seems—at least she was attracted to the Greek named Louis who was formerly located in La Grande, and she says that with promise of plenty of pay and lucrative remuneration she was enticed to come to La Grande. How she submitted to his appeal she does not now know. She affirms, and her husband corrobor-

ates her, that she always lived a moral life up to that time. She believes she was drugged at Walla Walla. At any rate she was sent to La Grande and while her earnings here were trivial she affirms that Louis got more than half of the entire stuff, she retaining about \$5.00. This was confessed to Chief of Police Walden this morning. Since leaving Walla Walla the girl has been taken to Huntington, and on her return here was met at No. 5 by her husband, who had been apprised that "something was wrong" and had left his work in Pendleton to come to La Grande. The arrest followed immediately. She was then in the company of the Greek. This was last night.

Confronted by her husband the girl broke down and pleaded and begged to be allowed to come back to him. This morning Louis was arraigned on a similar charge and he, too, will be held until the United States marshal reaches the city and assumes jurisdiction in the matter, for if the girl's story is true, Louis will have to fight a charge of trafficking in women from one state to another.

Chief of Police Walden has been hot on the trail of the couple for the past week or more and believes that there is sufficient evidence to convict Louis. The case is not the first one coming to the notice of the La Grande police as about six months ago clues were unearthed here leading to the arrest in Walla Walla and Salt Lake of a gang of white slavers, operating for a time in La Grande. When this case came to light the chief bent every effort to land the principals.

DEATH LIST IN WRECK GROWS

FLAW IN RAIL CAUSED DISASTER YESTERDAY.

Morgue Filled With Dead—Many of Injured Dying Today.

Manchester, N. Y., Aug. 26.—With 25 dead, and 50 in the hospitals it is believed the list of the Lehigh Valley wreck yesterday will mount to 15 more possibly, before the injured pass the danger mark. Flimsy day coaches are held responsible for a large number of the dead. It is believed a defective rail was the cause of the wreck.

Sixteen undertakers worked all night embalming the dead in the temporary morgue in the basement of a furniture store. Coroner Elselman will conduct an investigation.

Faulty Rail Blamed.
Albany, Aug. 26.—The superintendent of the public service commission officially reported today a defective rail caused the Lehigh wreck. Railroad officials say that 27 are dead, eight will die and 33 are seriously injured.

FIRES MENACING AGAIN.

Dry Weather Makes Fires More Dangerous Throughout Oregon.

Portland, Aug. 26.—Dry weather is causing new forest fires to assume dangerous proportions according to District Forester Cecil who issued a call today to state and private organizations to hold down forest destruction to the minimum. Fire rages on the Clear Fork near Estacada, one on Seven Mile mountain and new fires in the Deschutes national forest are raging. A number of smaller conflagrations exist in western and central Oregon. None are like last year's, however. Reports from Washington show rain there the last few days makes the conditions much more favorable.

Espec Cuts Crew.
Los Angeles, Aug. 26.—Orders issued by the Espee cutting down the forces here has caused a decided stir. It is impossible to ascertain the number dropped from the payroll, but it is estimated at about 250, however.

OBJECTORS WIN FIRST ROUND

JUDGE J. W. KNOWLES
HANDS DOWN FIRST
RULING.

PROCEEDINGS FAULTY BUT
CAN BE REMEDIED STILL

Only Two Signatures of Commissioners' Report Makes Proceedings Faulty and Proceedings Declared Void—Charter Provides a Method to Remedy the Fault Now Existing in Matter.

Proceedings under which the assessment on property abutting on Sixth street, and contiguous property assessed for paving Sixth street and intersections, were held to be faulty and declared void in a decision by Circuit Judge Knowles this afternoon. The decree came as a consequence of the objections to paying the assessments on Sixth street, brought by F. D. Halsten et al, on the principal ground that the proceedings leading up to the assessment were at fault and not in accordance with the charter. While the court finds this to be a fact it also points out the charter provision that in case courts declare such proceedings faulty, the council can reassess the disputed improvement and proceed over the entire routine of the work again, and put the assessment on a perfected basis.

The Precise Results.
Analysed, the decision means that the property abutting on Sixth street must pay for the improvement done but not until a proper proceeding leading up to the assessment has been enacted. This can be done without loss of much more time. Unless the decision is appealed, the improvement will be paid for on a new assessment roll to be prepared with due diligence to detail. Charter provisions must be followed closely.

Only Two Signed Report.
While there were several objections advanced by Attorney J. D. Slater, counsel for the objectors, the principal one was the alleged violations of the charter provisions. Councilmen A. V. Andrew, Bernard Logsdon and Tom Fleming were the commissioners from the council appointed to view, inspect and estimate the benefits to accrue from paving Sixth street and to fix the estimated cost of such improvements. Similar commissioners are appointed for every piece of city improvement done in La Grande for the past several years.

Judge Knowles finds that the charter requires all three of these commissioners to sign the final report on any similar project, and in this instance the report had been signed only by Mr. Andrews and Mr. Fleming. Logsdon's name does not appear adversely or in favor of the commission's report.

The suit was brought at the time the Warren Construction company was about to commence excavations for the pavement, and after preliminary skirmishes, the arguments were heard and taken under advisement. In the interim the paving was completed as per contract and the payment of the costs, preparation of the final assessment roll and collection of same have been held up in status quo.

End Not Yet, It Seems.
Neither of the attorneys involved in the case would issue definite statements today as to what would be done as a future step. It is probable that other points said to have a bearing on the issue will be brought up for decision before the matter is at an end. Just who is loser is also rather uncertain and in case an appeal is to be taken just who would take the initiative?

City Attorney Cochran is looking after the city's interest.

The opinion was filed so late in the

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BIGGEST WAR SHIP LAUNCHED

ARGENTINA BOASTS OF
DREADNOUGHT
MONSTER

PATTERNED AFTER MOD-
ERN SHIPS OF ITS KIND

Size and Strength Makes the Ship King of all Dreadnoughts Now Built—Sent from the American Ways at Noon Today—Senora de Naon Carries Boute of Champagne and Names Monster Ship.

Quincy, Mass., Aug. 26.—Declared to have no equal afloat as a first class fighting machine, the dreadnought Rivadavia, the largest ship of war now building or under design and the first battleship ever built in the United States for a foreign power, was successfully launched from the yards of the Fore River Shipbuilding company shortly after noon today. The Rivadavia is being built for the Argentine republic. A sister ship, the Moreno, is under construction at Camden, N. J., and will soon be ready for launching.

As the big hull started down the ways with the golden sunburst on a field of blue and white, the colors of the republic of Argentina, flying from the stern, Senora de Naon, wife of the Argentine minister to the United States, broke a gayly be-ribboned bottle of champagne against the keel of the great ship and spoke words that gave the great vessel its name. In performing the christening ceremony Senora de Naon acted as proxy for Senora Rosa Saenz Pena, wife of the president of the Argentine republic.

Thousands cheered and waved their hats as the giant hull rushed into the water. Among those who witnessed the spectacle were a number of the South American diplomats who are spending the summer in New England, together with numerous naval officers from Charlestown, Brooklyn and elsewhere and experts from the naval department and various shipbuilding companies, all of whom have been greatly interested in the construction of the Rivadavia, which is of a type which has come to be known among shipbuilding men as a super-dreadnought.

Description of the Rivadavia.
Externally the Rivadavia closely resembles the British battleship Lion and the Arkansas and Wyoming of the United States navy. In height she agrees with several of the latest English and American dreadnoughts. Her displacement, however, exceeds that of even the greatest of the English and American battleships.

Her large displacement of 26,500 tons is expected to make her very seaworthy and insure a high offensive and defensive efficiency. Her length is 585 feet, beam 98 feet and normal draught 27 feet, 6 inches. Her height above the normal water line at the forecastle will be 25 feet, 6 inches; amidships 22 feet, 8 inches and astern 17 feet, 1 inch. The superstructure on the upper deck will be completely suppressed to avoid obstruction of the arc of fire of the main guns.

The main armor belt has a uniform thickness of 12 inches and is 200 feet long, extending 4 feet, 9 inches above and 3 feet, 4 inches below the normal water line. In general the arrangement of armor follows English, American and Japanese ideas, but as regards thickness and distribution it resembles what has been adopted on the Japanese ships now building. The vessel is divided into numerous watertight compartments, fitted with electrically driven centrifugal pumps, which can be operated even when the compartment is completely flooded.

The motive power is steam turbines and the coal bunkers have a capacity of 4,000 tons. The main turbines can develop 33,500 horse power with one inch of air in the firerooms. The ship

must make a speed of 22 1/2 knots an hour for eight hours with a displacement of 27,500 tons.

The main battery of the Rivadavia will consist of 12 12-inch guns, which are mounted in pairs in turrets, so that they can all be fired at once. In addition to the 12-inch guns her armament will include 12 six inch and 12 four inch guns, besides smaller field and spluting guns. She also has two 21-inch submerged torpedo tubes. A new feature is placing the axis of the six inch guns at 19 feet, 6 inches above the normal water line in order to avoid the necessity of closing the ports in rough weather and rendering the guns practically useless.

There are two conning towers, one forward of 12-inch armor, and the other aft of 9-inch armor. The fire control towers are located one on the auxiliary mast, one above each conning tower, one auxiliary station on each side of the ship on small independent armored turrets, and one main control station within the casemate under the protective deck. The electric power will be supplied by two main stations in duplicate, and there will be a third auxiliary station for illuminating the ship and handling the turrets in practice.

Negroes Meet in Washington.
Washington, Aug. 26.—The seventh annual convention of the National Colored Men's Hotel Club and Liquor Dealers' association began in the capitol today. Walter S. Thomas, of Colliat today and will continue until umbus, Ohio, is the presiding officer at the convention.

BEATTIE JOKES WITH THE JURY

STATE PRESENTS EVIDENCE TO CONTRADICT STORY.

Beattie Was Seen Beside His Auto a Minute Before Shooting.

Chesterfield, Aug. 26.—Wether Henry Beattie will take the stand in his own defense is undecided. Beattie says his testimony is not needed while his attorney says it is.

E. R. Moser, the first witness today, testified he passed an auto on the pike and he believed it was Beattie's. He said the driver was apparently busy fixing the motor but declined any aid. W. B. Snyder corroborated this, and added that the woman on the machine wore a tan coat, the same color as Mrs. Beattie's. This was at 11:45, a few minutes before the time Mrs. Beattie was killed.

Later the jury examined the blood-stained car, and Beattie joked at them.

This evidence is contradictory to Beattie's own story which related that a man jumped out from the brush and shot Mrs. Beattie. The state hopes to prove that Beattie was out of the car when the shooting was done, working a ruse to leave his wife's side.

Tom Nixon in Trouble.

Sheriff Marvin of Wallowa county, and Charles Hug, marshal of Enterprise, were in Elgin last Monday. The sheriff came for the purpose of taking charge of Tom Nixon, accused of robbing a drunken man of \$105 at Joseph. Nixon had been placed in jail by Marshal Christiansen of this place. Nixon is a colored man, and on his person when searched here there was found \$25. He vigorously denies being guilty. Nixon was a bootblack and had worked at Joseph for about four months. Prior to that time he resided at La Grande.—Elgin Recorder.

Archbishop Jordan's Birthday.

San Francisco, Cal., Aug. 26.—The Most Reverend Patrick W. Jordan, Roman Catholic archbishop of San Francisco, will enter upon his 70th year tomorrow. The archbishop was born in New Brunswick and was connected with the Chicago archdiocese for many years before coming to San Francisco in 1884.

COOL HEADS HOLD BACK

Permission to Walk
Out is Sought
By Many

CONFERENCE IMPORTANT

"STRIKE ANYWAY" IS SENTIMENT OF THE UNIONS

KRUTTSCHNITT HUREYING
WEST FOR HIS CONFERENCE

Many Presidents of Involved Unions Will Meet at Kansas City Monday—Leaders Ask Unions to Stay Their Strike Demands for a Few Days—Strike Is Becoming More Certain Hourly.

♦ ♦ ♦ ♦ ♦
♦ NO DEVELOPMENTS HERE. ♦
♦ Another day has passed in La Grande without developments, ♦ and the opinion expressed yesterday that the strike of all western machinists will await conference in the east becomes ♦ more probable. As said before ♦ the local shops will feel the ♦ strike only when it is ordered or ♦ er the entire system. ♦ ♦ ♦ ♦ ♦

Kansas City, Aug. 26.—The labor conference scheduled for Monday is called off late tonight. Instead the labor leaders will leave tonight for San Francisco in an effort to meet Kruttschnitt there.

Chicago, Aug. 26.—That radical action in the Harriman system labor troubles will result from the conference of the presidents of the five great unions is freely expected here today. The conferences will be held at Kansas City, Monday. It is regarded as certain that the system federation strike if called, will quickly spread to other lines. General Manager Kruttschnitt wired today that he would meet the labor representatives in San Francisco some time next week, probably Thursday.

As a result President Franklin of the international boiler makers union, President Sullivan of the metal workers, and President Ryan, of the carmen, will leave for San Francisco as soon as the Kansas City conference concludes. President Kline of the shopmen received telegrams from the western unions, asking permission to strike.

He wired back for them to remain at work for a few days longer, and he said the men will strike even without orders unless the Kruttschnitt interview brings forth definite results.

Kruttschnitt Hurries West.

San Francisco, Aug. 26.—General Manager Calvin of the Southern Pacific system, will meet Kruttschnitt at Sparks, Nev., tomorrow to give him all the possible data as to the ability of the Harriman coast lines to withstand the strike. It is anticipated Kruttschnitt will meet the presidents of the various unions but will refuse to deal with the federation.

Other Roads Fear Strike.

New York, Aug. 26.—Preparing for a general strike of shopmen, involving not only the Harriman system, but practically every big western road officials of the railroads are maintaining offices here and are reported to be formulating plans to crush the "system federation" before it extends to

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