

OFFICERS OF THE

Coroner's Jury Returns Strong Verdict in Jensen Inquest.

HATCH PROVED UNSAFE

Thwartship Sprung When Lumbermen Removed Beam Carrying After Section of Hatch and Fall Followed.

After carefully investigating the circumstances surrounding the fatal accident which befell Frederick Jensen, a longshoreman, Saturday afternoon on the British steamship Cambrian King, the coroner's jury found the master and officers of the vessel guilty of criminal carelessness and held them indirectly responsible for the man's death. Mrs. Jensen, the widow, will bring suit for damages, and in view of the coroner's verdict, someone will undoubtedly have to financially atone for the sad breaking up of the little home at 258 Ross street.

Coroner Finley had looked into the case pretty thoroughly, and the findings of the jury were supported by the fact that proper caution had not been observed for the protection of the men engaged to handle the cargo. The witnesses at the inquest yesterday afternoon agreed on this point, and there was no one to contradict their statements, although Captain Carter, master of the vessel, was among those examined.

The testimony showed that Jensen was on the forward section of hatch No. 1, assisting in removing the fore-and-afters of the hatch, when the thwartship sprung, precipitating the section upon which he was standing into the hold to a depth of about 31 feet. It was shown that if the

STEAMER INTELLIGENCE.		
Due to Arrive.		
Steamer-From.	Date.	
*Arabia, Orient.	Mar. 27	
*Redondo, San Francisco.	Mar. 27	
*Columbia, San Francisco.	Mar. 29	
*Alliance, Eureka and way.	Mar. 30	
*P. A. Kiburn, San Francisco.	April 3	
*Senator, San Francisco.	April 4	
*Argonia, Orient.	April 18	
Due to Depart.		
Steamer-Destination.	Date.	
Senator, San Francisco.	Mar. 27	
*Northland, San Francisco.	Mar. 29	
*Roanoke, Los Angeles.	Mar. 29	
*Redondo, San Francisco.	Mar. 31	
*Columbia, San Francisco.	April 1	
*P. A. Kiburn, San Francisco.	April 3	
*Arabia, Orient.	April 10	
*Argonia, Orient.	April 30	
*Carrying mail.		

hatches of the lower decks had not been left open a fall through the upper hatch would not have resulted so disastrously.

John Knox, foreman of the stevedore gang employed on the Cambrian King, testified that Jensen was an experienced longshoreman. He had been told to assist in removing the fore-and-afters from hatch No. 1, and went about it in the usual way. As the big iron beam was lifted from its sockets, the cross-bar or thwartship sprung and shot into the hold, followed by the forward section of the hatch, upon which the hatchman was standing. Jensen was killed instantly, and it makes him shudder to think how narrowly he escaped from the fate that befell his partner.

The accident occurred shortly after noon Saturday, while the steamer was at the four mill prepared to receive cargo, and Jensen expired half an hour after having been removed to St. Vincent's hospital. The funeral will be held at 2:30 o'clock Wednesday afternoon from Finley's chapel.

Jensen was 31 years of age, and leaves a wife and one child.

Following is the verdict of the coroner's jury:

That deceased came to his death at St. Vincent's hospital in Portland, Oregon, on March 24, 1906, by a fall through a hatchway on the British steamship Cambrian King, lying at Portland Flaming Mill, in said city of Portland, Oregon. That the deceased at the time was assisting in removing a fore-and-afters of the after section of the hatch, upon which he had been standing at the time and there was no side fore-and-afters on the hatchway, which the direct cause of the fatal accident, and removing the hatches in the usual and customary manner, and we find that there was criminal negligence and carelessness on the part of the master and officers of the vessel in not properly protecting the hatch, information for animals and the unsafe and dangerous condition of the same.

A. B. STUART,
P. B. HARRINGTON,
C. S. SILVER,
FRED B. CANDE,
HARRY EMDK,
J. P. FINLEY.

STEAMER VERMONT IS SEIZED

Owners of the Bark Harry Morse

Seek Recovery of Damages.

ASTORIA, Or., March 26.—(Special.)—The steamship Vermont, which arrived down the river yesterday with a cargo of lumber for Shanghai, was seized last night by a Deputy United States Marshal on a libel suit for \$500 for damages to the bark Harry Morse, sustained in a collision between the two vessels in Portland harbor, as the Vermont was coming down the river. A few stanchions on the Vermont were carried away, but the damage done was not sufficient to delay the vessel.

The Vermont was released on bonds this evening, and weather conditions permitting, she will go to sea tomorrow.

Oriental liner Arabia Overdue.

Evidently, the Portland & Astoria liner Arabia must have encountered bad weather on her way across the Pacific, for, although fully due at the mouth of the river yesterday, no sign of her was seen. She will likely turn up this morning, however, and her tardiness is giving no cause for anxiety.

Overdue Steamer Arrives.

NEW YORK, March 26.—A cable dispatch to the Herald from Buenos Ayres, Argentina, says: The steamship Austral, long overdue, has arrived at Ushuaia from the South Orkney Islands. The vessel was delayed by heavy gales.

Transport Thomas Departs.

SAN FRANCISCO, March 26.—The United States Army transport Thomas sailed today for Manila. She carried many cabin passengers and a number of marines, but no regular troops. Her cargo consisted of 400 tons of Army supplies.

Marine Notes.

The steamer Chas. A. Spencer left for

The Dallas yesterday on her first trip of the season.

The schooner Polaris, Schome and John A. Campbell arrived at Astoria yesterday to load lumber at Portland. The Polaris, Kerr, Gifford & Co., yesterday chartered the British ship Cawdor to load wheat on Puget Sound for the United Kingdom. She arrived recently at San Francisco with general cargo from Antwerp.

The steamer Asgarth will finish her lumber cargo at the North Pacific Mills this morning, and is expected to sail for Port Pirie, Australia, at noon today. She will probably return for a second cargo for the same destination.

VESSELS IN PORT.

Grain.

Jules Gomez, French ship, 1902 tons, loading at Oceanic dock for United Kingdom.

Lumber.

Rutherford, British steamer, 2275 tons, at dolphins, loading for Tringates and Manila.

Harley, American bark, 1241 tons, at Portland Lumber Mills, loading for Port Pirie, Australia.

Koko Head, American barkentine, 1011 tons, at Montgomery No. 2, loading for Shanghai.

Shanghai, British bark, 1858 tons, at North Pacific Lumber Mills, loading for Genoa, Italy.

Truculent, American schooner, 1234 tons, at Inman, Poulsen & Co.'s mills, loading for Shanghai.

Alma, British bark, 1962 tons, at Eastern & Western mills for Shanghai.

Aygarth, British steamer, 2092 tons, at North Pacific Mills, loading for Australia.

Mabel Gale, 619 tons, loading at Inman, Poulsen & Co.'s mills for San Pedro.

W. W. Jewell, 812 tons, loading at Stella for San Francisco.

Northland, steamer, loading at Inman, Poulsen & Co.'s mills for San Francisco.

Portland, schooner, 438 tons, loading at Inman, Poulsen & Co.'s mills.

Mary, British bark, 452 tons, will reach the harbor today to discharge ballast.

Miscellaneous.

Braboch, British ship, 2000 tons, discharged at Astoria.

Crillon, French ship, 1734 tons, discharging cement at West dock.

Cambrian King, British steamer, 2315 tons, loading flour at four mills for Vladivostok.

Roanoke, steamer, discharging freight at Columbia dock.

General Neumayer, French bark, 1644 tons, will be at Columbia dock tomorrow to discharge cement.

Domestic and Foreign Ports.

ASTORIA, March 26.—Condition of the bay, S. P. M. smooth; wind southeast; weather clear.

Portland, March 26.—Arrived—Schooner John A. Campbell, from San Francisco, and Schome, from San Pedro; sailed at 8:20 A. M. United States steamer Perry, for Gray's Harbor; arrived at 12:30 and left at 4 P. M. steamer Roanoke, from Port Los Angeles; sailed at 4 P. M. schooner A. M. Campbell, for San Pedro.

San Pedro, March 26.—Arrived—Schooner Prosper, from Columbia River.

Hongkong, March 26.—Sailed—German steamer Pomerania, for San Francisco.

San Francisco, March 26.—Sailed—U. S. transport Thomas, for Manila; steamer Northland, for Portland; schooner John A. Campbell, for San Francisco.

Olympia, March 26.—Arrived—Steamer Boston, from Victoria; schooner John A. Campbell, from San Francisco.

Bellingham, March 26.—Arrived—Steamer Rainier and Shasta, from San Francisco.

LEASE RESERVOIR SITES

Aid to Both Settlers and Government in Irrigation Work.

OREGONIAN NEWS BUREAU, Washington, March 26.—The secretary of the Reclamation Service is building or will build a great saving to contractors who undertake the construction of Government projects. In a vast majority of instances the Government storage reservoirs embrace land that is already partly or entirely under cultivation. Many reservoirs will embrace almost fertile and productive valleys, lying along streams whose water is to be impounded.

The doing of this Secretary will permit the cultivation of these productive tracts until it becomes necessary to flood them in filling the completed reservoirs. The revenue will be of some benefit, but the greatest benefit will accrue to the farmers and indirectly to the Government, because the continued cultivation of land in reservoirs will permit the purchase of food for the army and for animals and for the work is being done. Most of the Government projects are remote from markets, and the cost of getting food into the working camps is heavy, reducing the profits of contractors and likewise increasing the cost of construction.

Under the Secretary's decision it will be possible for farmers whose land is purchased by the Government for reservoir purposes to continue in possession two, three and sometimes four years after the title passes to the Government, and during that time they will find a market right at hand for all the products they can raise, vegetables, poultry, meat and fodder. Large forces of workmen and men and their families are employed on these big works, and enormous quantities of supplies are required to feed them.

Until this decision was rendered there was no authority whereby productive land in reservoir sites could be leased or utilized after it was acquired by the Government and before it was flooded.

Particular benefit will result from this decision in the reservoir sites of the Boise-Payette project in Idaho and in connection with some of the projects of Yakima Valley, Washington.

VERDICT ON ADOBE WRECK

Sleepy Operator Caused It, but No Prosecutions Proposed.

CANON CITY, Col., March 26.—The coroner's jury, which has been investigating the Denver & Rio Grande wreck at Adobe on March 16, ended its deliberations today and returned a verdict which, in its essential points, is as follows:

That the collision was due to the carelessness and negligence of S. F. Lively, operator at Swallow. That said negligence was not willful or malicious. That said S. F. Lively was asleep when No. 3 passed his station, and failed to report when asked by the dispatcher.

Condemns the action of Night Operator Van Dusen in deserting his post of duty. That no criminal prosecution should be brought against Lively or the railroad by reason of said collision.

Recommends that the Denver & Rio Grande system double-track its roadway.

Prosecutions Proposed.

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SUIT IN WRONG COUNTY

Royal

LAYS DOWN A PRINCIPLE.

Action Against Foreign Corporation

Must Be Brought Where Agent's

Legal Residence Is.

OLYMPIA, Wash., March 26.—(Special.)—The Supreme Court today laid down the principle that a suit against a foreign corporation can be maintained in this state only in the county where the legally designated agent of the corporation resides. The Superior Court of Snohomish County gave J. E. Hammel judgment against the Fidelity Mutual Aid Association on an accident policy. The case is reversed and the judgment ordered vacated because the resident agent of the association lives in King County, where the suit should have been instituted.

Other decisions handed down today were:

John Service, appellant, vs. A. F. McMahon et al., respondents, from Spokane County; affirmed. This was a suit to recover for lumber and materials furnished. The lien was filed May 25, 1904, and the complaint in the suit was not filed until January 30, 1905. The court finds that although the complaint was served on some of the defendants within the time limit, it was not filed until after the expiration of eight months, and that the statute of limitations had run.

State of Washington, respondent, vs. Joe Butts, petitioner, from Okanogan County; affirmed. Defendant was convicted of the crime of grand larceny for having stolen 150 fence posts. Appeal was taken by an attack on the information.

SUICIDE OF TRAVELING MAN

J. L. Thrall Drinks Carbolio Acid

at Dunsmuir.

DUNSMUIR, Cal., March 26.—(Special.)—J. L. Thrall, a traveler of the Colonial Packing Company, of San Francisco, arrived from Hornbrook last night at Dunsmuir, Cal., and was found dead in his room, having swallowed carbolio acid. Thrall had been gambling and losing money, hundreds of dollars, it is said. He retired late to his room at the hotel. At 7 o'clock in the morning an attendant took his grip to the room and at 8 o'clock groaning was heard. Manager McAmis went to the room, and upon entering smelled carbolio acid and saw an empty bottle on the bed. Thrall was expiring at that time and was soon dead.

Thrall was about 50 years of age and belonged to a good family living in San Francisco. He had been traveling in the north for 15 years. A year ago he had trouble in Oregon over the collection of money. A woman's picture was found on the dresser in the dead man's room. Thrall was well known in Dunsmuir, and several instances of his drinking carbolio acid have been known to the police.

As to the cause of Thrall's death, it seems to me there must be a mistake, for, although I have never known a crow to attempt it, I have more than once seen a crow pick up a small bottle of carbolio acid and drink it. I have never known a crow to attempt it, I have more than once seen a crow pick up a small bottle of carbolio acid and drink it.

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