

SHERIFF QUELLS MADDENED MOB

Single Handed Disarms Enraged Italians.

TRAIN BUMPS THEIR HOME

Workmen Rush Out and Pursue Fleeing Brakemen.

HAVE KNIVES AND CLUBS

Trainmen Seek Shelter in Barn. Sheriff Sappington Comes to Rescue and by His Bravery Quiets the Gang and Saves Lives.

VANCOUVER, Wash., Oct. 10.—(Special.)—Phillip Gay and John Pritchard, brakemen, had a narrow escape from death at the hands of a gang of enraged Italians this morning, and but for the bravery of Sheriff Sappington, who single-handedly disarmed a crowd of 70 blood-thirsty and maddened Italians and placed them under arrest, a tragedy would have been enacted in the Union Pacific freight yards in this city.

The train crew switched some cars on to the side track which was occupied by the cars of the Italians. As there is a heavy down grade the brakes failed to hold the cars and they rumbled the contents of the cars, badly scattering the contents of the cars. Out swarmed two score of the dusky foreigners armed with clubs and knives and made a dash for the trainmen. The brakemen leaped from the cars and ran down the track with the Italians in hot pursuit. For some minutes the chase was hot and it looked as if the white men must be overtaken.

Take Refuge in a Barn.

About 500 yards from the scene of the accident the trainmen shed their coats and raced on toward Fruit Valley, where there are farmhouses, intending to seek shelter in one of these. The 40 foreigners, close on the heels of the brakemen, brandishing their clubs and yelling, each with a swarthy face distorted with passion, made up a dangerous crowd.

Five hundred yards up the track is the home of A. R. Ketch, a fruit raiser, and in this house the fugitives took refuge. The Italians followed them to the gate and there stopped, muttering threats. The brakemen rushed on through the yard and hid in the barn.

Mr. Ketch at once telephoned for help and Sheriff Sappington hurried to the scene. When he reached the Ketch home he found the brakemen still hidden in the barn, and a guard of four or five Italians surrounding the place. The rest of the crowd was standing about 100 yards down the track. Sappington ordered them to lay down their arms. They refused to obey and started to grumble and crowd around the Sheriff, all the time muttering and making threatening gestures.

Sheriff Uses His Revolver.

"I saw right there," said the Sheriff when talking about the incident this evening, "that a firm stand was my only salvation. If I had started away 40 Italians would have been at me with clubs and knives in less than a minute, for every one of them had murder in his eye. Just as one of them reached out to grab me I struck him with my fist and pulled my revolver at the same time.

"If they can't understand American they know what a gun means and that gun had an electrical effect. Every man started down the track as if his life depended upon his speed.

The Sheriff managed to grab one of them before he could get away and ordered him to tell his fellows to stop. The man shouted something but the others failed to stop. A shot or two from the Sheriff's gun, by which he managed to shatter them with dirt and pebbles without hitting them, had the desired effect and they all stopped but one. He got away into the brush.

The Sheriff disarmed them and started toward the cars, the men now showing every desire to obey the commands of the officer.

Mob Marched Back to Town.

He was just complimenting himself on his fortunate escape, when he saw thirty more of the enraged Italians, armed much the same as the first gang, charging toward him down the track. Threatening them with his gun and uttering stern commands, he unarmed them also and alone and single-handed, marched seventy angry Italians down the track to the cars and loaded them in.

The man who escaped from the first crowd had gone to another camp further down the track. There he told a startling story to the men in that camp and got them started after the Sheriff. These reinforcements met the Sheriff coming up with the first two gangs.

In the meantime the alarm had spread about the yards and fully a score of persons were hurrying to the aid of the Sheriff. They met him, a gun in each hand and every faculty on the alert, with the big gang of Italians fully cowed and under his control. They were put into their cars and a criminal charge will probably be lodged against them.

Gay Says He Was Badly Scared.

Phillip Gay, one of the brakemen pursued, said in regard to his escape: "That's the worst scare I ever had and I hope I may never have another. I can

imagine how a man feels when he is facing a mob which is after his life. I know that if that gang ever got hold of one of us they would have killed him in a minute. I thought they were going to get me before I could get off the car. I was some little distance behind and when my feet struck the ground the leader of the gang was not twenty feet away. When I once got started to sprint I believe it would have been an inspiration to the great Kelly to see me run."

PLACES WAGER ON NAME

Rich Father Declares Daughter Does Not Know What They Called Her.

SPOKANE, Wash., Oct. 10.—(Special.)—Ten thousand dollars will change hands, according to the daughter of Steve Bailey, of Seattle, a wealthy hotel man, and it will change from her father's hands into her own fair hands when an 1896 programme of the ladies' matinee musicale "Stephanie Bailey" thronon. On the name "Stephanie" hinges the transfer of the cash, and if Steve makes good his offer, and he usually does, he will soon be \$10,000 poorer, for Miss Bailey played a harp solo, for the ladies' matinee musicale, and on the programme in printed letters her name appears "Stephanie Bailey." The matter, according to information gleaned from Spokane friends, arose one day at dinner when Mr. Bailey and his daughter, Stephanie, now Mrs. Schneider, of Eugene, Or., failed to agree on her right to possession of the name "Stephanie."

"When did you take the name Stephanie, my dear?" said her father, "it must be something you picked up when abroad."

"I have always had the name," rejoined his daughter, who thought she ought to know.

Father still insisted that he knew the name of his own daughter.

"Why, I was known as Stephanie Bailey in Spokane years ago," the daughter went on, "my name appears on the programme of a recital by the Ladies' Matinee Musicals, and if a copy of that programme can be found, I will prove it to you."

"Produce the programme and I will give you \$10,000, if it proves your statement," was the reply of Mr. Bailey, as related by his daughter to friends she confided in.

Mrs. Schneider lives at Eugene, Oregon, where she is said to be teaching music.

EX-MAYOR ROBBINS DEAD

Pioneer of Portland Passes Away in California Home.

SAN DIEGO, Cal., Oct. 10.—(Special.)—Colonel George Collier Robbins, a pioneer mayor of Portland, died here this morning.

Colonel Collier Robbins came to Portland in 1854, his business being that of a jeweler. In 1860 he was elected mayor of Portland and served for one term of two years. Shortly after the expiration of his term, he removed to Nevada, where the discoverer of the Comstock lode were just then attracting much attention. He went there to California and during many years has resided at San Diego.

Strike Serious in New Orleans.

NEW ORLEANS, Oct. 10.—Less than 500 men were at work today in the places of 10,000 cotton handlers and loaders who are on strike in sympathy with the Cotton Screwmen's Union.

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FLEETEST SHIP ON THE ATLANTIC

Lusitania Arrives With All Records Broken.

MAKES TRIP IN 4 DAYS 20 HOURS

Beats Maiden Trip by About Seven Hours.

BEST SPEED ON LAST DAY

Liner Plows Through Calm Sea at Speed of 25 Knots an Hour. Averages 24 Knots a Day for the Entire Trip.

LUSITANIA BREAKS RECORDS.

Speed record across Atlantic of 4 days, 20 minutes beats the one made on her previous trip.

Record of best day's run of 219 knots beats one formerly held by the Deutschland.

Average speed of 24 knots an hour beats 23.01 knots made on former trip.

Record for Queenstown course beats one held by Lusitania.

NEW YORK, Oct. 11.—The Lusitania, with practically all the trans-Atlantic records to her credit, arrived aboard the Sandy Hook lightship at 1:25 A. M. The time for the trip from Daunt's Rock to the Sandy Hook lightship, the official course over which she traveled, was made in 4 days and 20 hours. "The last day's run was apparently the fastest of the trip, the giant liner hitting up her speed to 25 knots an hour over a smooth sea, with little wind to interfere with her.

Beats First Trip.

The Lusitania beats her time for her

ATLANTIC STEAMSHIP RECORDS

Name.	From.	To.	Time.	Miles.	
Lusitania	Queenstown	New York	7h. 28m.	2800	
Lucania	New York	Queenstown	8h. 38m.	2800	
Deutschland	Hamburg	New York	11h. 54m.	3520	
Deutschland	Cherbourg	New York	11h. 54m.	3047	
Kaiser Wilhelm	New York	Cherbourg	12h. 10m.	3047	
Kaiser Wilhelm	Southampton	New York	12h. 20m.	3100	
Kaiser Wilhelm	New York	Southampton	12h. 17m.	3100	
La Provence	Havre	New York	12h. 35m.	3170	
La Provence	New York	Havre	12h. 48m.	3170	
Deutschland	New York	Plymouth	12h. 28m.	2962	
Deutschland	New York	Plymouth	12h. 48m.	2962	
Virginia (turbine)	Mobile	Cape Race	4d. 10h.	6m.	
Lusitania	Queenstown	New York	5d.	54m.	2782

maiden trip by approximately seven hours, her time on the trip being 5 days 20 minutes. The Lusitania's time averages almost exactly 24 knots an hour for the entire trip. Her arrival at 1:25, or five minutes earlier than she passed the lightship, would have made her speed exactly 24 knots. Her average on her first trip was 23.01 knots.

Fastest on the Atlantic.

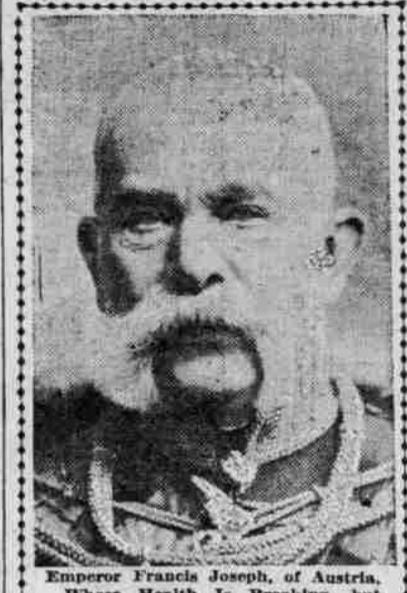
With the Lusitania's trip the Cunard Line and England captures from Germany the eagerly sought record for possessing the fleetest ship on the Atlantic. The Hamburg-American liner Deutschland has held the record for a number of years. Steamship men also claim that the achievement of the Lusitania

proves the superiority of turbine engines over the reciprocating type.

The Lusitania on the trip captures practically all trans-Atlantic records. Her best day's run of 219 knots is nine knots better than the former record held by the Deutschland. Her average speed exceeds the former record of 23.58 held by the Kaiser Wilhelm II, of the North German Lloyd Line, and her record for the trip across the ocean beats that of the Hamburg-American liner Deutschland, which crossed from Cherbourg, a much longer course in five days, 11 hours, 14 minutes, her average speed being 23.15 knots an hour, while the average of the Lusitania's first trip which ended at Sandy Hook, September 18, was 23.01 knots an hour, or five days, 54 minutes for the trip.

Cunard Holds First Record.

The Lusitania's first trip gave her the record for the Queenstown course, formerly held by the Lucania of the same



Emperor Francis Joseph of Austria, whose health is breaking, but who persists in working.

line, which made the voyage in 1894 in five days, seven hours and 23 minutes. The Cunard Line captured its first record for the voyage across the ocean when the Europa, in 1896, made the then remarkable time of 11 days and 8 hours, beating the former record of the famous Great Eastern made in 1838 of 14 1/2 days.

WRESTLE WITH PROBLEMS

Protestant Episcopal Convention Changes Dioceses.

RICHMOND, Va., Oct. 10.—Both of the supreme bodies of the Protestant

Episcopal Church of America in triennial convention here wrestled all day long with church problems.

The bishops passed a number of resolutions changing the boundaries of mission districts and dioceses in the West, appointing new bishops to preside over them, and in three instances creating new missionary districts.

The Bishop of Montana asked the convention to raise \$5,000,000 for work among the negroes in the South, and Dr. Carl Drummer of Philadelphia gave notice he would call up the matter of work among the negroes tomorrow. Further than this the negro question was not discussed in the general conference today.

ARCTIC STEAMER SINKS IN STORM

Frithjof Wrecked with Explorers.

SINKS OFF ICELAND COAST

Many Members of Wellman's Party Are Lost.

MAJOR HERSEY INCLUDED

Gallant Vessel Which Has Carried Several Arctic Expeditions Goes Down With Captain and Sixteen of Crew.

COPENHAGEN, Oct. 10.—The Arctic steamer Frithjof, which accompanied the Wellman Chicago Record-Herald expedition to Spitzbergen, was lost off Cape Langenes, Iceland, October 5. The captain and 15 of her crew were drowned. The engineer clung to a plank, on which he drifted ashore.

The Frithjof was homeward bound to Norway, having been damaged by ice, and consequently was unable to withstand a storm which she encountered off Cape Langenes.

The steamer Frithjof was built especially for exploration work in the ice fields of the Polar region, and had survived many terrific battles against the grinding ice packs of the North. Walter Wellman used the vessel to transport his Polar party northward in 1898, and again selected it to carry the arctic, as well as the supplies, from Tromsøe to Spitzbergen. The steamer was a veteran of the North Sea, and though often beaten back by the grinding ice floes, the staunch little vessel would return to the attack and pound its steel-hulled bow repeatedly into the masses of ice.

Walter Wellman had his first experience on the Frithjof when he was taken to the ice fields to make his first attempt to reach the North Pole. From the deck of the same gallant steamer Anthony Fiala, on the last Zeigler expedition, gazed on the proposed field of his endeavor and saw the forces of nature which he later found he was unable to master. The old ship was built tremendously strong, so strong that her captains have repeatedly driven her at full speed at the seemingly impregnable ice fields. The Frithjof would strike the ice and recoil like a toy against the mighty forces opposing its passage northward. It seemed as if the vessel would be ground into kindling wood, but each time it rebounded unharmed and ready to charge again.

The vessel was a three-master, constructed on the accepted lines of the Arctic whaler, long, low and pinched from the keel up, so that in severe packs the ship could ride above and not be crushed beneath the ice. The Frithjof had a great spread of sail. The hull was of the finest oak, cross-timbered and reinforced with Australian ironwood. Only the prow and a few feet at the stern of the vessel were lined with steel as a protection against the ice.

The Frithjof had on board 60 persons, among whom were Major Henry Blanchard Hersey, inspector of the United States Weather Bureau; Me-

vin Vaniman, who built an aerial flight machine in Paris prior to joining the expedition with Wellman, and possibly Dr. Walter N. Fowler, of Ruffton, Ind., and Felix Eisenberg, of Chicago. The ship conveyed the ballooning material and the provisions to Spitzbergen, from which base, 719 statute miles from the pole, the journey by aerial flight was attempted, which had to be abandoned in August, after several unsuccessful ventures, because of high and adverse winds.

The Frithjof was making her way to Tromsøe, Norway, from which point she sailed earlier in the year. This at-

INHABITANTS ON MARS.

PANAMA, Oct. 10.—(Special.)—It is reasonably certain that Mars has been inhabited in the past and it is reasonably certain that it is inhabited now, is the careful conclusion of Professor David Todd, who arrived here yesterday from his four months' expedition in South America.

Six weeks of Professor Todd's time was spent with the giant Lowell telescope in the Tarapaca Desert in North Chile. More than 7000 photographs were taken and as the crowning feature of the scientist's work, 20 photographs of the double canals on Mars were obtained.

tempt had the indorsement of the French Academy of Sciences, before which Mr. Wellman appeared in 1905 to outline his plans for reaching the pole.

BRIDE IS ALREADY MARRIED

ANOTHER HUSBAND CLAIMS HELEN MALONEY AS WIFE.

Osborne Says Clarkson Knew He Was Husband of Standard Magnate's Daughter.

NEW YORK, Oct. 10.—(Special.)—Arthur Herbert Osborne, a young broker, admitted tonight that he was the Herbert Osborne who wedded Miss Helen Eugene at Namareck on December 8, 1906, and that his bride was Miss Helen Eugene Maloney, who last week eloped to Montreal with Samuel Clarkson, a young Englishman.

Miss Maloney is the daughter of Martin Maloney, of Spring Lake, N. J., a Standard Oil millionaire, who was made a Marquis by the Pope. Osborne also declared the young woman is still his wife, the marriage never having been annulled nor any steps to have it annulled or set aside being taken by either party.

Clarkson, he said, knew Miss Maloney was his wife and he further declared that the man went to an attorney in New York and asked if a marriage in England was legal, assuming that the previous marriage of one of the contracting persons had taken place in the United States. According to Osborne, he was told the marriage would be bigamous in any part of the world where the marriage tie is recognized. Notwithstanding this the couple were married in Montreal.

Just who Clarkson Osborne says he does not know. Osborne is a son of the late William F. Osborne, for many years an officer of the American Sugar Company.

FAIRBANKS AND COCKTAILS

PRESBYTERIAN ORGAN EXORCISATES HIM ENTIRELY.

Finds They Were Ordered by Neighbor and He Was Ignorant—Takes a Rap at the Methodists.

CHICAGO, Oct. 10.—(Special.)—The Interior, the Chicago organ of the Presbyterian Church, in its issue today, enters into warm defense of Vice-President Fairbanks regarding the serving of cocktails at the dinner he gave to President Roosevelt, and for which Fairbanks has been deposed as trustee by the Methodists of Indiana.

The Interior finds upon rigid investigation that a neighbor woman thought of the cocktails and telephoned an order to the steward of her husband's club to furnish them. The Fairbanks did not know anything of this until all were seated at the table.

The Interior raps the Methodists for their haste in the matter and says they will regret the injustice done Mr. Fairbanks.

ROMANCE PROVES TRAGEDY

Couple Find They Are First Cousins An Hour After Marriage.

SPOKANE, Wash., Oct. 10.—(Special.)—Five days after her marriage to Clifford Twitchell, Letta May Twitchell yesterday filed suit in the Superior Court for divorce. They were married last Saturday, and being first cousins, the marriage was not valid. The young people did not know that they were violating the statute when they became man and wife.

They were married at 4 o'clock last Saturday afternoon and separated within an hour. The bridegroom is 19 and the bride a few months younger. They were related through his father and her mother being brother and sister. Their marriage was in the nature of anelopment. While both had practically been lifelong residents of Spokane, they had not been thrown much in each other's company. During the past two years their friendship grew into love. Quietly slipping off last Saturday, they were married.

The ceremony being performed, they returned home to await the coming of their parents and a subsequent surprise. It came in a way that was not anticipated and not relished. They were notified that they had violated the law and were amenable to punishment. Quickly it was decided to separate, and the girl went to the home of a brother.

DETROIT SUFFERS SECOND DEFEAT

Chicago Wins by Vigorous Hitting.

EASILY FINDS TWO PITCHERS

Siever's Curves Prove Easy Killian's No Better.

JUST ESCAPED A SHUTOUT

Killian Scores Only Run for Americans—Two More Chances to Score Thrown Away—Crowd Is Smaller, but Enthusiastic.

CHICAGO, Oct. 10.—The Detroit American League team suffered its second successive defeat at the hands of the Chicago Nationals today, scoring only one run. Chicago tallied five times, four of the runs being the result of solid hitting. Siever started to pitch for Detroit, but the locals took kindly to his curves and batted him out of the box in four innings. Killian then took up the work and was found for three hits and another run in the fifth.

Detroit tried vainly to break through the Chicago defense. Reulbach pitched strongly in the opening innings and, when he showed signs of weakening in the fifth and sixth innings, his teammates came to his rescue with fast double plays.

For some unexplainable reason the game failed to attract the usual large crowd to the grounds. The official attendance figures made the total 13,114 and the many empty spaces in the extended bleachers made the gathering appear smaller than this.

Fast Play Arouses Bleachers.

The crowd was more demonstrative than the big outpouring of Wednesday. Reulbach's brilliant pitching in the early innings and the crashing hits of Steinfeldt, Evers and Sheppard roused the Chicago partisans while the Detroit contingent cheered the more heartily, as that the visiting team might not think itself deserted.

The play was much faster than on the preceding days. Only thirteen batters faced Reulbach in the first four innings, while the Chicago hitters lost no time in straightening out Siever's senders. The first run came in the second inning, when Steinfeldt lined the ball over third base, reaching second on the hit. King sacrificed and Evers stung a double over first base. Steinfeldt scored. But Evers was left when Schulte and Tinker were retired on infield grounder.

Second Run to Make Sure.

With Reulbach going at top speed, that one run looked good enough to win, but just to make the result certain, the Nationals went after Siever's curves savagely in the fourth. Steinfeldt hit a long fly to centerfield to start the inning, Jones getting the ball near the boundary. King followed with a hard single to right. Evers sent him to third with another drive to the same place, and Schulte dropped a fly in center, King scoring. Evers tried to make third on the hit, but was caught and run down by a swarm of Detroit players, Schulte advancing to second. Tinker lifted a hard fly to Jones, but the left-fielder dropped the ball, Schulte scoring and Tinker going to third. Reulbach cut a low ball over second base, sending Tinker home. Coughlin, the caught Slagle's high fly.

Changes Pitchers in Vain.

Manager Jennings decided that Siever had failed to make good, so Killian appeared in the next inning. He was greeted warmly enough, two doubles and a hard single being gleamed off his delivery. Only one run resulted, however, as the hits alternated with outs. Chance secured the first double, and consequently scored the run. For the next three innings the locals went out in order, except in the seventh, when Steinfeldt received a base on balls after two were out. King's high twisting foul to Coughlin followed.

Detroit's Lonesome Run.

Detroit lost its first chance to score in the fifth because Tinker intercepted a liner and turned the catch into a double play. Rossman was first up and was safe when his hard-hit grounder bounced off Tinker's ankle. Coughlin was passed and Schmidt's grounder down the first base line advanced both runners. O'Leary smashed a hard liner at Tinker, and the latter jumped, caught the ball, and stepped on second base ahead of Coughlin, retiring the side.

The run came in the next inning. Killian made the first clean hit off Reulbach. Jones received a base on balls and then was doubled up with Schaefer in a lightning play, Steinfeldt to Evers to Chance. Crawford and Cobb followed with hits. Killian scoring on the former, but Slagle went back to the stand and captured Rossman's effort.

Last Chance Is Lost.

Another chance to score was lost in the next session. With one down, Schmidt walked, O'Leary struck out, and Killian scratched a hit toward Evers. Jones was now equal to the emergency, going out. Rossman started the ninth with a hit, but was forced at second by

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