

### JURY FIXES GUILT ON JACK LA ROSE

#### Coroner's Inquest Results in Connecting Gaspipe Thug With Neuman Murder.

### MANNING TO FILE CHARGE

#### Witness Tells of Damaging Admissions Made by Prisoner, and Police Are Confident of Sending Him to Gallows.

#### THE JURY'S VERDICT.

We, the jury, find that Hyman Neuman came to his death from a fracture of the skull at the Good Samaritan Hospital, on May 12, at about 7:30 P. M., from the effects of an injury received May 12, 1908, at 11 o'clock A. M., in his place of business, corner of Second and Couch streets. From the evidence laid before the jury, we believe that death resulted from an assault upon the deceased with a gaspipe in the hands of one Jack La Rose.

Jack La Rose, marine fireman and gaspipe thug, was connected with the murder of Hyman Neuman by a coroner's jury yesterday afternoon, and his conviction of that crime is now regarded as certain. An information will be returned against him at once by District Attorney Manning. It is the present purpose of the authorities to hurry the case to trial, and secure conviction in as short a time as possible and introduce the youthful thug to the hangman without the customary delay of from six months to as many years. No time should be lost in making an example of La Rose, the police say, and that sentiment seems to be echoed by the public.

#### Makes Show of Bravado.

La Rose heard of this action with his characteristic bravado and volley of profanity. With a flourish of oaths he said he didn't care what the jury had done, but his conduct belied his words, for he began moving about excitedly in his cell and presently climbed into his berth and made a pretense at going to sleep. Four witnesses were examined, City Physician Ziegler, Detective Tichenor, Harry C. Young, a laborer, and E. Gestrow, a second-hand dealer. Their testimony was fitted together in convincing fashion, however, and there was little, if any, room for doubt as to La Rose's guilt at the conclusion of the inquest. Young was the most important witness. He is the young man who was told Tuesday by La Rose of the money to be had handling a piece of gaspipe. The police arrested him yesterday morning and held him as a witness. He will be kept in custody until after the trial of La Rose. La Rose and Young met in a saloon Tuesday morning after the murder, and had been released from the City Jail, where he had been kept an unsuspected prisoner on a charge of plain drunkenness. As they left the saloon, La Rose suggested going to breakfast, asking Young and a saloon lounge named Fisher to go with him.

#### Tells of Using Gaspipe.

"Come on, kid; I can get the money. My little gaspipe gets me the money," is the remark Young accredits to La Rose, and he so testified before the jury. Later, Young said, La Rose and he fell to discussing the Wolff murder and the attacks on Herman and Neuman. This was after the Neuman assault. Young suggested that a crazy man must be doing the work.

Dr. Ziegler told in detail of the injury which caused Neuman's death. He said there was a fracture of the skull leading to the base of the brain and that a blow from a blunt instrument had been delivered with such force as to splinter the skull and cause bits of bone to press on the brain. He said it was such an injury as might have been caused by a powerful blow on the head with a piece of gaspipe.

#### Three Assaults Similar.

Detective Tichenor gave convincing testimony. He said the assaults on Neuman, Herman and John Chong, a Chinese tailor, all occurring within 36 hours, were of a similar nature, and since La Rose was admittedly guilty of the assault on Chong, it was the logical conclusion he did the other two and similar jobs.

#### NOT IN THE FUEL TRUST

#### Portland Fuel Company Refuses to Be Absorbed.

PORTLAND, Or., May 14.—(To the Editor.)—In The Oregonian of May 14 appeared an article under the heading "Fuel Dealers to Form Big Trust," which stated that:

"The Portland Fuel Company, the concern in which State Treasurer Steel is the leading spirit, is what is considered an independent company. But the other factors figure that with the embarrassment that has come to Steel's company through the failure of the Title Guaranty & Trust Company and his own threatened prosecution, the Portland Fuel Company will be sold out, and then the fuel barons can harmonize it with the other companies of the city."

Regarding Mr. Steel's connection with the Portland Fuel Company, he is known that during the three years since he became financially interested in it he has not devoted so much as one week to the conduct or management of its affairs.

#### SAYS MAYOR IS CORRECT

#### Lane Expresses Appreciation of Compliment From Josselyn.

Mayor Lane deeply appreciates the fact that President Josselyn, of the Portland Railway, Light & Power Company, in a communication to the Water Board, said that the Mayor is correct in stating that the corporation has discovered and put into operation a system of preventing electrolysis in water mains. At the meet-

ing of the Water Board, held yesterday morning, the Mayor so expressed himself.

President Josselyn's letter was read to the Mayor and members of the Water Board by Superintendent Dodge. When the latter reached the place where Mr. Josselyn said the Mayor was correct in asserting, in a recent letter, that the company had a system for removing electrolysis, the Mayor spoke out:

"For what?" asked a member of the Board in surprise.

"For one man who says I'm correct," replied Mayor Lane. "It has been so long since I heard any one say that, I hardly know what it means."

A good deal of trouble has resulted from electric currents from the wires of the railway corporation, which have damaged the cast-iron pipes of the city's Water Department. The Board recently took up the matter, with a view to forcing the company to remedy the situation. Mr. Josselyn now declares the problem is solved by a new system, which has been put into operation here. However, the Board will watch the matter closely hereafter.

#### TRAFFIC AGREEMENT ENDS

#### HARRIMAN LINE REFUSES TO ACCEPT HILL FREIGHT.

#### Water Board Cannot Get Pipe Delivered on East Side—Skinner Explains the Situation.

The City Water Board, at its meeting yesterday morning, found itself in a difficult position, because of what developed to be the revocation of a traffic agreement between Harriman railroad interests and the Northern Pacific. It was discovered, by a peculiar means, that the Harriman people will not permit their local agents to transfer freight over certain Harriman tracks in Portland, that has been brought into this city over the Hill line.

During the meeting of the Water Board, Superintendent Dodge announced that it would be necessary for the Board to take some action on the matter of having 1900 tons of steel pipe transferred to the East Side. This pipe, which has been ordered of a Chicago firm, is soon to be shipped to Portland. Mr. Dodge explained that he had been notified by the freight department of the Harriman system here within the past few days that the company would no longer make transfer of freight shipped in over Northern Pacific tracks.

"I had never before experienced this difficulty," explained Mr. Dodge, "and I think the agent to embody his orders in writing to the Board. He says that the Harriman lines will no longer engage in the switching of cars laden with freight from the northern Pacific over tracks of other competing companies. No freight save that routed by the Harriman lines, he declares, will be transferred over its tracks."

After explaining the situation to Mayor Lane and the Board, Mr. Dodge asked for instructions as to the proper course to pursue, saying that it is desirable to have the steel pipe laid down on the East Side, as it will be used in that portion of the city.

#### APPLIES TO PRIVATE TRACKS

#### Still Many Places of General Delivery, Says Agent.

Assistant General Freight Agent Skinner, of the Harriman lines, said last night that the track where delivery of the pipe shipment was requested is on the yard or working tracks on the East Side, not a place of general delivery, and that the other company has a right to expect delivery, as the tracks are needed for operation and cannot be used for unloading purposes.

"We have many other places on the East Side where we are willing to deliver freight from any line," said Mr. Skinner, "and we are willing to switch or switching tracks for terminal purposes, and we have told the Northern Pacific that cars would no longer be spotted for unloading in our working tracks in East Portland. They fully understand this and, in fact, promised some time ago, when a similar condition was up, that if we would permit them to unload at that time they would not ask such a favor again. They agreed to this and their cars were unloaded."

"Furthermore, we notified the city some time ago, lest they make any mistake in routing freight from the East, that we would not make common terminals for other roads out of our private tracks, although we have done this in special instances in favor of the city in the past. It is not the custom anywhere in the country to permit working tracks to be used by foreign lines for unloading and it is not allowed here."

#### WATER BOARD AT WORKING COUNCIL

#### Refuses to Buy Fire Hydrants With Money Apportioned for the Purpose.

#### COMMUNICATION IS TABLED

#### Board Declines Also to Let Water Department Employes Perform Work of Changing Hydrants. Petitions Acted On.

That the City Water Board will fight the Council to the last ditch before complying with the order of the legislative body to purchase "the necessary fire hydrants" was again exemplified yesterday morning when the members of the Board "stood pat" and tabled a Council communication on the subject, without further ado. Water Superintendent Dodge reported that there are 120 hydrants on hand, and this furnished Mayor Lane and the members of the Board with grounds for delaying the purchase of more, although 1000 are now needed, according to the written report of Chief Campbell, of the Fire Department, which was read.

This matter has long been a bone of contention between the Water Board and the Council, and in the meantime, districts that are declared by Chief Campbell to be imperilled for lack of hydrants, have received no attention from either body of the municipal government. The Council appropriated \$42,000 out of the water fund to be used for the purchase of hydrants, but the members of the Board have declined to obey the orders of the Council, asserting that the entire fund should be used for improvement of the supply service, and holding that the hydrants should be bought with money from the general fund.

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#### Petitions Acted Upon.

The Water Board was in session three hours during which it acted upon many petitions, as follows:

Petition for 1000 feet of six-inch pipe, Halsey street, from Twelfth street to Sixteenth street, costing \$290, was granted; on King street, from Williams street to Davis street, for 300 feet of six-inch pipe, costing \$730, was denied; on Cora street, from Milwaukee street to East Eighth street, for 100 feet of six-inch pipe, costing \$1360, was denied; on East Washington street, from Thirty-sixth street to Thirty-seventh street, for 300 feet of six-inch pipe, costing \$200, was granted; on East Sixty-first street, from West avenue to Stark street, for 300 feet of six-inch pipe, costing \$1220, was granted.

A petition for 1000 feet of eight-inch pipe on East Stark street, from East Eighth street to East Twelfth street, was granted in part. Owing to a bid that has recently been put in, a portion of which has not thoroughly settled, the Board ordered the pipe laid from East Eighth street to a point 100 feet east of East Ninth street at once, the balance to be laid when it is safe to do so.

Superintendent Dodge reported in favor of granting an eight-inch main to relieve the urgent needs for water in the Vernon district, and the Board granted the petition of the Moore Investment Company, the firm which originally laid out the tract. According to figures furnished the Board by Mr. Dodge, two years ago there were only 75 houses in the district, as against 425 dwellings and public school buildings today.

#### Water First for Those Who Need It.

A petition from people living in the Lincoln Park tract, asking for better water service, was referred to Superintendent Dodge for a report. Mayor Lane, the presiding officer, yesterday announced a rule to be followed by the Board. It will be strictly those communities that are in urgent need of water that will be first looked after, he declared. No mains are to be laid just to keep ahead of surface pavements, as his object, as the Board members seemed to agree with him.

One such district, it was found, is embraced in the territory running from West avenue, Mount Tabor, through Sunnyside to a point on Hawthorne avenue, at about East Thirty-fifth street. The Board ordered an improvement in service there to cost \$800, to be put in immediately. It is said this will furnish great relief to all residents in that vicinity, especially in the Summer months.

#### NEW TRAIN SERVICE SOUTH

#### Revised Schedule Will Benefit Southern Oregon Cities.

Changes in the leaving time of Southern Pacific train No. 13 will become effective Sunday morning, No. 13, which leaves now at 12 midnight, will get away from the Union depot at 1:30 A. M., arriving at San Francisco at 12:22 P. M. instead of 11:25 A. M., as at present. This train will cut down the running time 30 minutes, but will make all the stops the train makes at present. Train No. 15 will arrive at 7:30 o'clock, after Sunday, instead of 7:55 A. M. Other Southern Pacific trains will retain their present schedule, at least temporarily.

The new schedules will give the Rogue River Valley the best service it has ever had. Train No. 13 will leave Grants Pass at 1:35 P. M., Medford at 2:30 P. M., and arrive at Ashland at 4 P. M. Train No. 14 will leave Ashland at 9:20 A. M., arriving at Medford at 9:45 A. M., and Grants Pass at 10:45 A. M. This will give those desiring to do business in Grants Pass almost three hours and in Medford five hours and a half. This will allow sufficient time to do business at Jacksonville, the county seat of Jackson County, close connections being made at Medford with the Rogue River Valley Railway for Jacksonville. Under the present schedule, complaints have been made by the residents of the Rogue River Valley that trains 15 and 13 were run too close together. The revised schedule will give them an ideal service.

The time of arrival at all Oregon stations by train No. 13 under the new schedule, to be started Sunday morning, is as follows:

Oregon City, 2:14 A. M.; Woodburn, 2:55 A. M.; Salem, 3:21 A. M.; Albany, 4:35 A. M.; Junction, 5:19 A. M.; Eugene, 5:44 A. M.; Cottage Grove, 6:30 A. M.; Drain, 7:35 A. M.; Oakland, 8:05 A. M.; Roseburg, 8:45 A. M.; Medford, 9:51 A. M.; Riddle, 10:06 A. M.; Glendale, 11:55 A. M.; Grants Pass, 1:35 P. M.; Gold Hill, 2:35 P. M.; Medford, 3:20 P. M.; Ashland, 4 P. M.

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### LAST SPIKE DRIVEN

#### Extension of Ilwaco Railway Completed to Meglers.

#### WILL CARRY BEACH TRAFFIC

#### Operation of Line to Commence by June 10, and Perhaps by First of Month—Expensive Work in Construction.

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The last spike was driven yesterday in the extension of the Ilwaco Railway to Meglers, from a point near Ilwaco to North Beach points from the old road to North Beach points from Ilwaco and, like the older part of the line, is of narrow gauge. Full length ties are laid, however, providing for the widening of the track to standard gauge at any time.

The distance from the junction to Meglers is 14 miles. Ballasting remains to be done and sidings are yet to be built. This work will be done when convenient. The road will be ready for operation not later than June 10, and probably by the first of the month.

Construction of the new line was difficult. For a large part of the distance it runs through a low, swampy country, where long fills were necessary to get a solid foundation for the track. Rock cuts were numerous. The work was expensive and the cost considerably exceeded the estimates.

A feature of the new line that may appeal to a large class of Summer travel is the "kissing tunnel," 980 feet long, a short distance from Ilwaco. The management of the line promises that trains will run slowly through this tunnel so honeymoon couples will get the full benefit.

Work was started on the extension over a year ago. Operations were suspended last Fall when construction was stopped on the Harriman projects in this territory, but activity on the road was resumed so to have it ready for the coming Summer. By the new line a regular schedule can be maintained from Portland by the Harriman river steamers to connect with the Ilwaco Railroad trains, something that has never been possible before because steamers could land at Ilwaco, the former terminus, only at high tide.

#### Sues to Foreclose \$63,000 Mortgage.

Suit to foreclose a \$63,000 mortgage was begun yesterday by John S. McMillan, when he filed suit in the Circuit Court against the Portland Development Company, the Portland Railway Company and the Cazadero Real Estate Company. He alleges that on

#### Conley Again Convicted.

Tom Conley was convicted yesterday morning of the second statutory charge brought against him. A third charge was dropped. A jury in Judge Bronaugh's department of the Circuit Court brought in the verdict about 11 o'clock. Conley was sentenced by Judge Bronaugh to serve four years in the penitentiary, and by Judge O'Day to serve a like term.

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