CROWDED CARS CRASH TOGETHER

One Man Dead, Score of People Injured, by Trolley Accident in San Francisco.

COLLISION ON SACRAMENTO

Henry Baer Killed Instantly, His Head Being Crushed to Pulp. Arrest Motorman on Manslaughter Charge.

SAN FRANCISCO, May 24.—Two crowded trolley cars collided at Devisadero and Sacramento streets at the foot of a steep hill shortly after noon today, killing Henry Baer, a traveling salesman, and injuring 20 other passengers, one fatally and several seriously. The injured were taken to St. Francis' hospital, near the scene of the accident, where it is believed all excepting one, a child, will recover.

The car on Devisadero street got beyond control of the motorman and dashed down the hill with terrific speed, striking the Sacramento street car just as it rounded the curve onto Devisadero street.

Names of Those Injured.

Following is the list of injured:

Six-months-old daughter of Mrs. Margaret Harriman, probable fracture of skull; may die.

Mrs. Margaret Harriman, wrist sprained, shock.

Mrs. Edwin B. Pike, contusions and bruises.

E. B. Pike and daughter, suffering from shock.

Alexander McDonald, severe lacerations of throat.

Mrs. William Peters, bruises and shock.

Mrs. Hetrich, contusions and bruises.

Ernest Woodward, extensive lacerations of scalp and face.

Mrs. William Miley, back hurt.

Matthew Jordan, back and hip injured.

Francis J. Donoghue, side and chest bruised.

Two unknown women, taken to a private house, sustained severe lacerations of face and scalp.

Slides Back Down Hill.

On account of a blockade on Fillmore street, a heavy Sutter and Jackson-street car, in charge of Conductor J. W. Baker and Motorman B. E. Geisler, attempted to get to Jackson street by going up the steep Devisadero-street hill, over a track but seldom used. When about half way up, the motorman lost control of the car, which came down the hill at a terrific speed and struck the Sacramento-street car, loaded with women and children coming from the Chutes, just as it was turning the curve.

His Head Crushed to Pulp.

The car was hurled from the track and turned over on its side. Baer was attempting to get out when the car fell over. His head was caught under a stanchion and crushed out of all human semblance, the blood spattering over many of the occupants of the car, who made a mad scramble for an exit, trampling women and children under foot.

J. A. Fiske, one of the passengers, loosened the trapdoor in the floor of the car which covers the motors and passed some of the women and the children through the aperture.

The accident occurred near the St. Francis Hospital, and physicians were quickly on the scene.

THREE KILLED; SCORES HURT

Frightful Trolley Car Accident Near Chestnut Hill, Philadelphia.

PHILADELPHIA, Pa., May 24.—Three persons were instantly killed and at least five others were so badly injured that there is no hope for recovery, and 45 were seriously hurt in a collision between trolley cars on Germantown avenue, near Chestnut Hill, a suburb in the northern section of the city, late tonight.

The only body thus far identified is that of Mrs. George D. Wagner, aged 65 years, of Cornwall, Pa.

The bodies of an unidentified woman, about 60 years of age, and an unidentified man, about 45 years old, are in a hospital near the scene of the accident.

Forty-five persons were taken to the Chestnut Hill and Germantown hospitals, each of which is several miles from the scene of the accident, and many were taken away in automobiles by the wealthy residents of the exclusive Chestnut Hill district. They were treated by private physicians, and in consequence, absolute details as to the injured cannot be obtained.

Among those who were seriously injured are:

George Wagner, whose wife was killed.

Alexander McKay, aged 45 years, who has a wooden leg. The artificial member was jammed up into his body and he cannot live, it is said.

The accident was caused by a car running north jumping the track while going down a steep grade, not far from Chestnut Hill. The car swung across the southbound track, and was struck by a car on that track. Both cars were filled with passengers.

The body of the man killed in the collision was identified as that of William Allen Baugh, aged 45 years, of Germantown.

That no more than three persons were killed outright is considered remarkable, since the police say that not less than 60 persons were injured. That so many were hurt is due to the fact that several cars running close behind those which collided, jammed into the wreck, throwing passengers from their seats and creating a panic. In the mad rush to get out of the cars many were bruised and cut by flying glass.

TAFT MEN FOR ROOSEVELT

Continued from First Page.

delegates are the order of the day. Nearly all the states which have held Democratic conventions so far have instructed. This is as it should be; instructions are democratic; the people speak through instructions; they cannot speak in any other way."

"Bryan is not sure of the nomination by any means," said Major J. C. Hemphill, editor of the Charleston News and Courier, in Washington, the other day. "Of the 1002 votes in the convention 426 are pledged to Bryan, 302 are anti-Bryan and 272 are doubtful."

There are to be 1002 delegates to the Democratic National Convention at Denver, as follows:

Alabama 22, Arkansas 18, California 20, Colorado 10, Connecticut 14, Delaware 6, Florida 10, Georgia 26, Idaho 6, Illinois 54, Indiana 30, Iowa 26, Kansas 20, Kentucky 26, Louisiana 18, Maine 12, Maryland 16, Massachusetts 32, Michigan 28, Minnesota 22, Mississippi 20, Missouri 36, Montana 6, Nebraska 16, Nevada 6, New Hampshire 8, New Jersey 24, New York 78, North Carolina 24, North Dakota 8, Ohio 46, Oklahoma 14, Oregon 8, Pennsylvania 68, Rhode Island 8, South Caroline 18, South Dakota 8, Tennessee 24, Texas 36, Utah 6, Vermont 8, Virginia 24, Washington 10, West Virginia 14, Wisconsin 26, Wyoming 6, District of Columbia 6, Alaska 6, Arizona 6, Hawaii 6, New Mexico 6, Porto Rico 6.

Democratic state conventions and primaries yet to be held will determine the disposition of 312 votes. Their dates and the number of delegates each will nominate or elect are shown in the following:

	Delegates.	Date.
Texas	36	May 26
New Hampshire	8	May 27
West Virginia	14	May 28
New Mexico	6	May 28
Arizona	6	May 28
Porto Rico	6	May 31
Nevada	6	June 1
Louisiana	18	June 2
Maryland	16	June 3
Idaho	6	June 3
Arkansas	18	June 8
Montana	6	June 10
Virginia	24	June 11
Utah	6	June 12
Colorado	10	June 15
Florida	10	June 16
Oregon	8	June 16
Tennessee	24	June 17
Kentucky	26	June 22
North Carolina	24	June 24
Vermont	8	June 26
Georgia	26	June 27

Two More Bryan Delegates.

BIRMINGHAM, Ala., May 24.—Final returns from the Ninth Congressional District show that two Bryan delegates were nominated in Monday's Democratic primary.

PRESIDENT KING'S GUEST

FALLIERES WILL ARRIVE IN LONDON TODAY.

Magnificent Naval Display at Dover as Frenchman Lands on English Soil.

LONDON, May 24.—President Fallieres will arrive in London tomorrow to return the visits which King Edward VII and other members of the British royal family have paid to the head of the French Republic in Paris. The honors to be paid the President cannot equal those bestowed upon the German Emperor during his visit last year, as the President's stay will be but a short one, but what is lacking in great entertainments will be made up for in the enthusiasm of the people and public welcome.

M. Fallieres will cross the channel in the French cruiser Leon Gambetta, accompanied by a fleet of destroyers, and will land at Dover. There will be a great naval display in his honor, a fleet of 53 warships under the command of Lord Charles Beresford having been ordered to the channel port for this occasion. This fleet will consist of the battleship squadron of the channel fleet, the first cruiser squadron and the western destroyer division.

The ships will be moored in two long lins from Shakespeare Cliff to Dover Pier, and as the Leon Gambetta, with the distinguished visitor on board, steams through the lines, the guns on all the ships and those in the fort will boom a salute. The destroyers will accompany the French cruisers to Dover dock, where the President, on landing, will be welcomed to England by Prince Arthur of Connaught and other notables, on behalf of the King.

The trip to London will be made in a royal car. At Victoria Station King Edward, the Prince of Wales and representatives of the government will be on hand to greet M. Fallieres and from that moment a four days' round of entertainment will commence.

In the evening, by command of His Majesty, a gala performance will be given at Covent Garden, at which the King and Queen, President Fallieres and a large number of specially invited guests will be present.

BESMIRCH GOOD NAMES

NASTY ATTACKS MADE ON CANDIDATES FOR BISHOP.

Baltimore Convention Will Long Be Remembered — Elect Two More Bishops Today.

BALTIMORE, Md., May 24.—The Methodist Episcopal General Conference, now current, will doubtless be long remembered for the number and peculiar character of the attacks that have been made upon candidates for the bishoprics to be filled. Thus far four men have suffered more or less by reason of the circulation among the delegates of stories, some of them very vague and not all of them told with their proper and just explanations.

The most pronounced sufferer has been Rev. Dr. Charles L. Goodell, of Calvary Church, New York. A Picayune story that falsely represented Dr. William A. Quayle as having in his youth acted the part of a jilt apparently hurt him for a time, but the reaction by the statement of the truth has been markedly to his advantage.

A similar result is probable in the case of Rev. Dr. Joseph Hingeley, secretary of the conference, against whom a resident of the doctor's home city, Minneapolis, attempted to influence delegates, and succeeded for a time, by means of telegrams declaring that Minneapolis was astonished at the prominence given Dr. Hingeley in the balloting.

It is not unlikely that the tenth ballot, which will be counted early tomorrow morning and announced to the conference upon its reassembling, will result in the election of two more bishops, leaving four to be chosen. There are some indications, and more hopes, that the selection of men for elevation to the episcopacy will thereafter go on more rapidly, though none will venture a prediction as to when this portion of the work of the conference will be completed.

A resolution to adjourn sine die one week from tomorrow night leaves but eight working days in which to finish a vast amount of work.

CAKE IS NOT ATTACKING

Makes No Comment on Reference to Legislators as Shysters.

UNION STATION, Or., May 24.—(Special.)—In his closing tour of the eastern part of the state, H. M. Cake, the Republican nominee for the United States Senate, passed here tonight for La Grande, touring this county. He was shown a copy of The Oregonian, in which the Democratic candidate referred in a public speech to members of the Legislature as "shysters."

"I have nothing to say," said Mr. Cake, "for I am neither defending nor attacking anyone. The people themselves elect their own legislators and it is they in whom I am interested and am trying to serve."

Friends of Mr. Cake, his Republicanism and Statement No. 1, predict big victory in Eastern Oregon for him.

SALE BEGINS TODAY

Wall to Be Torn Down

Ten years of business growing makes it necessary for The Lion to have a larger cage.

June First
We Add the Adjoining Store

But first we must make room for the masons and carpenters—one side of the store must be pulled down, and our stock of merchandise is in the way.

Help Us Move the Goods

We'll make prices and quality the inducement. Our word for it that genuine and generous price concessions will be made on every thing that men and boys wear

LION Clothing Co
Gus Kuhn Prop'
166-168 THIRD STREET

SALE BEGINS TODAY

COST OF THE COAL

Fleet to Burn Up $5,000,000 Worth on Voyage.

AUSTRALIA OFFERS SUPPLY

Willing to Furnish Free What Is Used in Australian Waters, but Government Declines and Will Use American Product.

WASHINGTON, May 24.—Approximately $5,000,000 is the estimate of the cost of the coal consumed by the Atlantic battleship fleet when it will have finished its cruise around the world.

The estimate of the cost of coal necessary to move the fleet from San Francisco to Hampton Roads by way of Honolulu, Manila and the Suez Canal has been reported by the chief of the Bureau of Equipment as amounting to $2,023,000.

The Navy Department has been in receipt of a number of letters from the Australian government offering to furnish without cost the coal required during the visit of the command in Australian waters. Of course the Government could not think of accepting such an offer, and arrangements have been made to use American coal for the entire cruise.

QUIET SUNDAY AT SEATTLE

Sailors of the Fleet Rest From Joyous Activities.

SEATTLE, Wash., May 24.—The second day of the Atlantic battleship fleet's visit in the harbor of Seattle was a quiet one. The holiday spirit of the occasion was dampened by a drizzling rain, which fell at intervals throughout the entire day and evening. In the various churches special services were held, patriotic sermons were preached, and many sailors were the dinner guests of the communicants. In the forenoon the senior officers of the fleet were taken on an automobile excursion to the Snoqualmie Falls, where a luncheon was served.

In the evening the visiting press correspondents were the guests of the Seattle Press Club, while the surgeons of the fleet were entertained in a like manner by the physicians of the city. At the various clubs there were informal receptions.

The festivities will be resumed tomorrow at 10 o'clock, when the students of the State University and the public schools will visit the battleships. At Woodland Park there will be a grand barbecue and athletic sports all day for the delight of enlisted men. In the evening bluejackets and marines will be given a grand ball at Leschi Pavilion, under the auspices of the Seattle Volunteer Association. The only formal function to Admiral Sperry and the senior officers of the fleet during their stay will be a banquet tomorrow night at the Rainier Club. On Tuesday next there will be a military parade, when 15,000 men are expected to be in line, including 6000 sailors and marines and artillery troops from Fort Lawton.

Governor A. E. Meade, who was in attendance at the Governors' meeting in Washington, D. C., returned tonight. Tomorrow he and Rear-Admiral Sperry will exchange official visits and the fleet will be welcomed by Governor Mead on behalf of the State of Washington.

CHINA TO GREET THE FLEET

Squadron Will Join English Vessels When Americans Reach Sydney.

SYRNEY, N. S. W., May 24.—Arrangements have been made for the British, Australian and China squadrons to meet the American fleet on the occasion of its visit here. Huge bonfires will be lighted on the headlands on the receipt of a flashlight signal, notifying the watchers that the fleet has been sighted.

OBJECT TO THE PREAMBLE

Washington Prohibitionists Strike Out "Jesus Christ as Leader."

SEATTLE, May 24.—The state Prohibition convention yesterday voted down a proposition to incorporate the words "We accept Jesus Christ as our leader," in the preamble of the state platform. Minister delegates stood solidly against it, stating it would arouse the hostility of the Jews and others who differ in religion. The platform opposes local option as a compromise scheme, and stands for equal suffrage, initiative, referendum and recall; compulsory arbitration of labor difficulties; a child labor law; guaranteeing of National bank deposits by the Government; direct election of President, Vice-President and Senators and a constitutional amendment prohibiting the manufacture, sale or transportation of liquors. Rev. A. L. Crim, Seattle, pastor, was elected chairman of the state central committee.

Fire in Chicago Box Factory.

CHICAGO, May 24.—The plant of the National Box Company, Thirty-eighth street and Center avenue, was damaged by fire today to the extent of $200,000.

Olympia Beer. "It's the water." Brewery's own bottling. Phones, Main 671, A 2467.

SAMPLE 4TH GETS MONEY

ALBANY RAISES MONEY BY A UNIQUE METHOD.

Band Plays, Boys Shoot Firecrackers and Contributions Pour in for the Real Thing.

ALBANY, Or., May 24.—(Special.)—Albany had a minature celebration last evening in preparation for a three days' Fourth of July celebration this year. While the Albany band played on First street and a brigade of boys handled firecrackers and fireworks advantageously, committees of business men raised a fund of approximately $100 for the monster celebration. This was accomplished in an hour and the amount will be substantially increased later.

Members of the Commercial Club adopted this unique plan of raising the celebration expenses. The band began playing last evening at First and Lyon streets, and moving westward, played at every street corner the entire length of the business section, while committees solicited subscriptions from the business men in the adjoining blocks. In the intervals when the band was not playing a crowd of boys, equipped with masks and a large supply of firecrackers, bombs and similar paraphernalia, made merry on First street.

Mrs. H. H. Gunning.

VANCOUVER, Wash., May 24.—(Special.)—Mrs. H. J. Gunning, one of the old pioneers of Clark County, died after an illness of three months at her home in this city, Saturday, May 23, at 2 P. M., aged 76 years and 6 months. The funeral services will be held at the Baptist church, of which Mrs. Gunning has been a member for a great many years, at 2 P. M. Monday. She is survived by five children, all of whom are married: Walter Gunning and Minnie Haskell, of Vancouver; James Gunning, Grants Pass; Anna McKay, of Portland, and Maggie Hicks, of Fallon, Nev. Mrs. Gunning was a member of the Relief Corps of the G. A. R.

Woodburn Memorial Services.

WOODBURN, Or., May 24.—(Special.)—Union memorial services were held at the M. E. Church of this city this morning and attended by I. I. Stevens Post, Relief Corps and Ladies of the G. A. R. in a body. The memorial sermon was preached by the Methodist pastor, Rev. James Moore.

Help Him

Ask your doctor if there is one single injurious thing in Ayer's Hair Vigor. Formula published everywhere.

Ayer's Hair Vigor

NEW IMPROVED FORMULA

A very delicate matter, to be sure, but do you think your husband is as good looking as he ought to be? Help him out! Offer to buy him a bottle of Ayer's Hair Vigor if he will only use it. Removes dandruff, keeps the hair soft and smooth, gives the proper finish to the general make-up.

We have no secrets! We publish the formulas of all our medicines.

J. C. AYER CO., Manufacturing Chemists, Lowell, Mass.

PORTLAND RAILWAY, LIGHT AND POWER COMPANY

Bulletin No. 4—Part 2

THE STREET RAILWAY AS A DEVELOPING AGENT.

In our last bulletin we discussed at some length the function a street railway performs in developing the outlying sections and suburbs of a city and dispersing the population over a wide area. Today we will go into the subject more in detail and show just what the streetcar service here has done toward decentralizing the population.

THE CONGESTED WARDS OF THE CITY.

Let us look at the growth of the congested wards in the city in recent years and compare it with the growth of the outlying sections. Even a superficial glance will show that Wards 1, 4 and 6, covering, respectively, Willamette Heights, City Park and Portland Heights, have had a far more rapid increase in population than those lying in the older sections of the city, while the wards on the East Side, particularly Ward 8, show a wonderfully large increase in population. Statistics show that the wards in the center of the city in the congested districts have increased but very slightly in the last five years, while the great growth has been in the above-mentioned outlying wards. This has been due unquestionably to the constantly increased facilities for reaching the outlying sections where there was ample room for the erection of beautiful homes, which would have a commanding view of the river and mountains, or, as on the East Side, where there was opportunity for beautiful grounds and the growth of roses and other flowers for which the city is so well famed.

A great increase in population like this could never have taken place if every encouragement had not been given it by ample rapid-transit facilities.

While it is not the duty of a street railway company to build unwisely, and while it should be careful not to be misled by mere land-booming schemes, we feel that we have been right in our policy in leading in the development of the city by building lines which may not pay for some years, but which will tend to develop a particular section, and should eventually yield the company a return upon its investment.

PORTLAND COMPARED WITH OTHER CITIES.

The character of your street railway service cannot be brought home to you in a stronger or more forcible way than by a comparison of our mileage with that of other cities proportioned to the population. The following table compares Portland with various other cities. Glasgow, Scotland, is selected because it is so frequently pointed out by the advocates of municipal ownership as the ideal city:

	Population	Miles of Street Railway	Population Per Mile of Track	Miles Track Per 1000 Population
Portland	175,000	126	1389	.72
San Francisco	342,000	258	1326	.75
Indianapolis	219,000	136	1610	.62
Louisville	226,000	150	1506	.66
Oakland	200,000	161	1242	.8
Rochester	186,000	159	1170	.85
Memphis	125,000	100	1250	.8
Glasgow	809,000	135	5992	.166

Look at Glasgow! It is pointed to with pride as the Queen City by the theoretical advocates of Municipal Ownership, and yet Glasgow, with over seven times the population of Portland, has but 7 per cent more trackage, while Portland has nearly seven times the trackage of Glasgow per 1000 of population. Think of it! Suppose the Portland Railway, Light & Power Company should pull up more than six-sevenths of its track. How near to your homes would the majority of you be able to ride in the evenings? How quickly and conveniently would you be able to get from one section of the city to another? And, on the other hand, wouldn't the company cut down its operating expenses immensely? We do not think the American public would stand very long for Glasgow or the Glasgow policy.

Philadelphia, which has over 14 times the population of Portland, has but one-third the trackage per mile of population, while New York (Manhattan and Bronx), with nearly 21½ times the population, has about one-fifth the trackage of Portland per 1000 of population.

THESE FIGURES SPEAK FOR THEMSELVES

WM. REID
Candidate for Re-Election as
JUSTICE OF THE PEACE,
Portland District.

"CLEANLINESS"

Is the watchword for health and vigor, comfort and beauty. Mankind is learning not only the necessity but the luxury of cleanliness. SAPOLIO, which has wrought such changes in the home, announces her sister triumph—

HAND SAPOLIO
FOR TOILET AND BATH

A special soap which energizes the whole body, starts the circulation and leaves an exhilarating glow. All grocers and druggists.

TRAVELERS' GUIDE.

North Pacific S. S. Co's. Steamship Roanoke and Geo. W. Elder

Sail for Eureka, San Francisco and Los Angeles direct every Thursday at 8 P. M. Ticket office 132 Third St., near Alder. Both phones, M. 1314. H. Young, Agent.

TRAVELERS' GUIDE.

FORTLAND RY., LIGHT & POWER CO. CARS LEAVE.

Ticket Office and Waiting-Room, First and Alder Streets

FOR

Oregon City—4, 6:30 A. M., and every 30 minutes to and including 9 P. M., then 10, 11 P. M.; last car 12 midnight.

Gresham, Boring, Eagle Creek, Estacada, Cazadero, Fairview and Troutdale—7:15, 9:15, 11:15 A. M., 1:15, 3:45, 6:15, 7:25 P. M.

FOR VANCOUVER.

Ticket office and waiting-room Second and Washington streets.

A. M.—6:15*, 6:50, 7:25, 8:00, 8:35, 9:10, 9:50, 10:30, 11:10, 11:50.

P. M.—12:30, 1:10, 1:50, 2:30, 3:10, 3:50, 4:30, 5:10, 5:50, 6:30, 7:05, 7:40, 8:15, 9:25, 10:35‡, 11:45‡.

On Third Monday in Every Month the Last Car Leaves at 7:05 P. M.

*Daily except Sunday. ‡Daily except Monday.

REGULATOR LINE
FAST STEAMER BAILEY GATZERT

Makes round trips week days, except Friday, to The Dalles, fare $2.50. Leaving Portland 7 A. M., leaving The Dalles 3 P. M., arriving Portland 9 P. M. SUNDAYS—Round trip to Cascade Locks, leaving Portland 9 A. M., arriving back 5 P. M. Fare $1.00.

Steamers

DALLES CITY and CAPITAL CITY

Operate daily, except Sunday, between Portland and The Dalles, calling at all way landings for freight and passengers. First-class accommodations for wagons and live stock.

ALDER STREET DOCK.
Phone Main 914. A 5112.

CANADIAN PACIFIC

Empress Line of the Atlantic.

LESS THAN FOUR DAYS AT SEA

The Empresses sail from Quebec to Liverpool in six days; two days on the majestic St. Lawrence. Speed, comfort, elegance and safety are combined in these splendid express steamers. Ask any ticket agent for particulars, or write J. M. JOHNSON, Pass. Agt., 142 Third St., Portland, Or.

SAN FRANCISCO & PORTLAND S. S. CO.

Only Direct Steamers and Daylight Sailings.

From Ainsworth dock, Portland, 9 A. M.: Steamship State of California, May 30, June 13; steamship Rose City, June 6, 20, July 4, etc.

From Lombard street, San Francisco, 11 A. M.: Steamship Rose City, May 30, June 13, 27; steamship State of California June 6, 20.

J. W. RANSOM, Dock Agent.
Main 268—Ainsworth Dock.
M. J. ROCHE, Ticket Agent, 142 3d St.
Phones Main 402. A 1402.

STR. CHAS. R. SPENCER

FOR ASTORIA
Monday, Wednesday and Friday, 7 A. M. Returns 9 P. M.
THE DALLES
Tuesday, Thursday and Saturday, 7 A. M. Returns 10 P. M.
Landing, Washington-Street Dock.
FARE $1.00. MAIN 8619.

COOS BAY LINE

The steamer BREAKWATER leaves Portland every Wednesday at 8 P. M. from Oak-street dock, for North Bend, Marshfield and Coos Bay points. Freight received till 4 P. M. on day of sailing. Passenger fare first-class, $10; second-class, $7, including berth and meals. Inquire city ticket office, Third and Washington streets, or Oak-street dock.