

VEXATIOUS AUTO MAY BE DESTROYED

Guggenheim to Sink Car in River After Purchase From Fraley, It Is Said.

REPLEVIN SUIT SETTLED

Deaths, Wreck, Elopement, Sensational "Raffle," Conflicting Bills of Sale and Litigation Are Incidents of Career.

In order that Daniel Guggenheim, large smelter owner, may take his \$2000 Itala automobile back to New York and run it into the East River, in the hope that it will then cease to be an

Fraley's possession on November 1 by Daniel Guggenheim, the suit, it is said, involving a reputation by the smelter owner of the acts of his son Robert. Fraley at once filed a redelivery bond for \$2000 and retained possession of the car. Negotiations were then entered upon by telegraph and are now said to be at the point of completion, where-by Fraley will be reimbursed and will return the car to its original owner, in order that he may plunge it into deep water and put an end to its spectacular career.

POSTAL INSPECTOR HERE Call for 12 Additional Mail Carriers May Be Granted.

T. J. Flavin, a postoffice inspector, of Seattle, is looking over Portland to pass on the recommendation of Postmaster Merrick for 12 additional letter carriers for this city. Postoffice business in Portland has grown by leaps and bounds during the last two years, and particularly this year. During the year the postoffice department was allowed but three additional carriers to assist in handling the increased volume of mail. Some time ago Postmaster Merrick asked for 12 additional carriers to assist in delivering mail, as all carriers are heavily burdened when they leave the office and have great difficulty in getting over their routes. As an example of the pack carrier starts out with, one man delivered 223 pounds of mail yesterday in two trips. This was

MAN-DROPS FROM DOCK; IS DROWNED

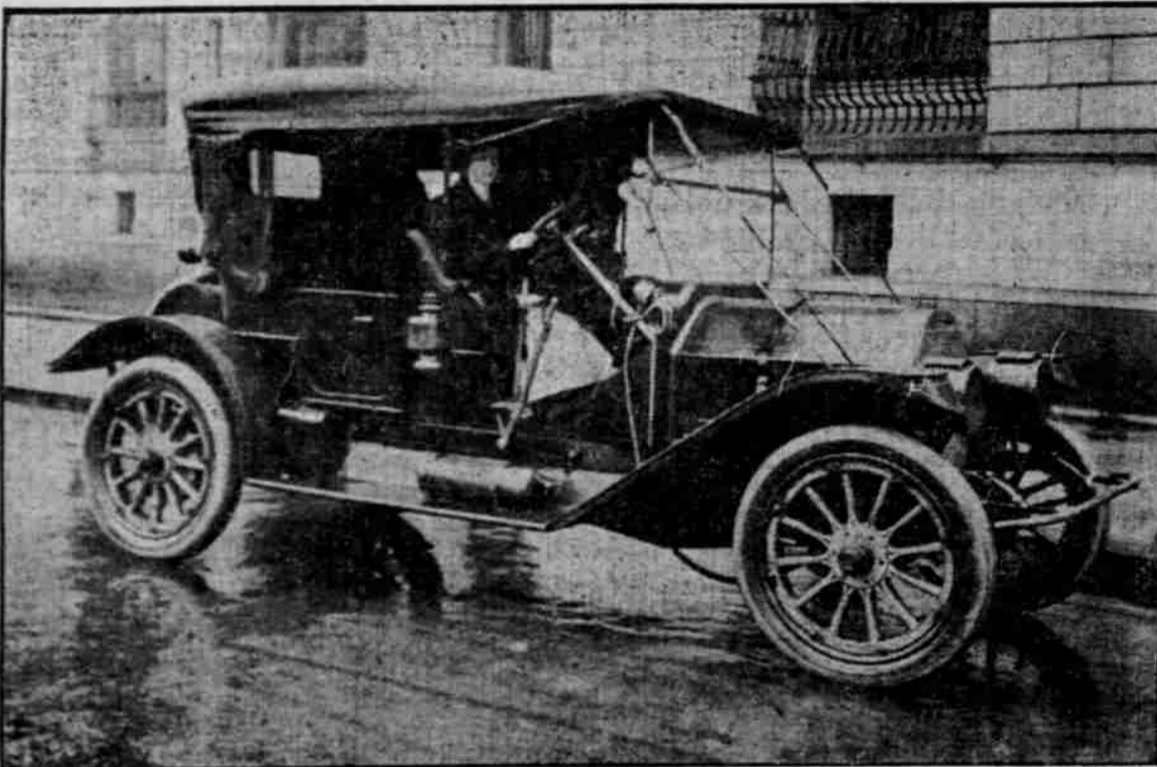
Prospective Passenger on Steamer Geo. W. Elder Dies in Willamette.

DELAY NOTED IN RESCUE

In Darkness at Martin's Docks, Attempt to Save Matt Greenwald, of Wisconsin, Fails—Boatmen Denounced; Refuse Aid.

Groping his way in the darkness on the upper deck of Martin's docks at the foot of Seventeenth street, at 5 o'clock last night, Matt Greenwald, a prospective

AUTOMOBILE WITH SPECTACULAR CAREER TO BE PUT BEYOND DANGER OF DOING MORE HARM.



DANIEL GUGGENHEIM'S ITALA CAR, CAUSE OF MANY COMPLICATIONS.

endless source of death, scandal, litigation and expense, a settlement is being negotiated with E. L. Fraley, present legal owner of the car, and probably will be perfected within a few days.

In the three years since the Colorado millionaire bought the 120-horsepower car in Italy, bringing it by way of Seattle to the United States, complications have centered about it and the cost to Mr. Guggenheim, by the time the pending negotiations are settled, will amount above \$20,000. The car cost, delivered in New York, more than \$8000, and the numerous vicissitudes through which it has passed have added not less than \$1000 more, according to representatives of the original owner. As Mr. Fraley must be reimbursed for his investment in the car, this figure certainly will be advanced above the \$20,000 mark.

Incidents Follow Fast.

Two deaths, a railroad wreck, an elopement, a raffle followed by sinister allegations, a sale in which two conflicting bills of sale and an investigation by the District Attorney, merely a replevin suit and redelivery under bonds are the vicissitudes through which the car has passed in two years. Since Daniel Guggenheim, a little more than a week ago, repudiated the act of his son, Robert Guggenheim, in selling the car, and filed a replevin suit against E. L. Fraley, a Portland real estate dealer, the wires have been kept busy between this city and Seattle and between the Seattle and the Guggenheim residence in New York City, and it is announced that an understanding has been reached whereby the smelter owner will give Fraley a bill of sale and then repurchase the car, Mr. Guggenheim's avowed purpose, says Mr. Fraley, is to destroy the car and thereby end the chain of untoward events growing out of its possession.

Car Has History.

Developing 120 horsepower and capable of going at the rate of 100 miles an hour, the home of the car, merely upon its physical properties, is one of the most noteworthy cars in Portland. It was placed in competition two years ago in a race across the country, and 50 miles out of Buffalo, N. Y., it turned turtle and killed two persons. Proceeding on its way, at Omaha, the big automobile was in collision with a freight train and was materially damaged.

Robert Guggenheim, son of the smelter man, and a resident of Seattle, obtained possession of the car last December, but his father denies that he ever had legal title to it. In Seattle the car was put up in a "raffle," and the drawing was followed by such a storm of insinuations that the purchasers of tickets were reimbursed by Daniel Guggenheim. It is said, then, Fraley contends, Robert Guggenheim sold the car to Frank Flanigan, an automobile agent of Portland, as payment of \$2500 on a new car. Flanigan in turn, being pressed for cash, offered it to Fraley for \$2200, saying that the price would be \$4000 if he escaped from his difficulty without selling the car.

Sale Makes Complications.

Fraley paid for the car with \$1000 cash and two bonds of one Northwest Long Distance Telephone Company, which have since been called into the alteration by the assertion of Flanigan that they were taken. He says that no price was placed upon them, but that he told Flanigan that they were selling at 25 and soon would reach 50, which, in fact, he says has proved true. He says Flanigan took a day to investigate the value of the bonds before accepting them.

Another tangle of the affair is presented by Fraley's statement that two bills of sale were shown him by Flanigan, one typewritten and purporting to be from Robert Guggenheim, the other hand-written and made by a man named Jones. This phase of the subject is under investigation by the District Attorney, before whom Flanigan appeared last Friday to explain the apparent discrepancy. The automobile was replevined from

net weight of mail and did not include the weight of his sack and straps. Inspector Flavin will be in the city about ten days, going over the routes and investigating conditions in general before reporting on the recommendation of Postmaster Merrick.

FOUR TO GET \$2905 EACH

Detectives' Case Referred to Committee by City Council.

City Attorney Grant informed the Council yesterday that through a recent decision of the Supreme Court, four city detectives—Joseph Day, L. G. Carpenter, Frank Snow and J. F. Resing—were entitled to receive \$2905 each, from the city for salary withheld while they were legally removed from office by ex-Mayor Lane. The Council referred the letter to its ways and means committee, although advised by the City Attorney that the city could not avoid the payment as directed by the Supreme Court. The detectives were dismissed from the service by Mayor Lane in August, 1905. They appealed their cases to the Civil Service Commission, which decided in their favor. The cases went to the courts, with the result that the men were awarded salary for the time lost while barred from work by the Mayor's order.

ASTORIA SHORT OF WATER

Schools, Sawmills and Factories Caused to Shut Down.

ASTORIA, Or., Nov. 9.—(Special.)—The Astoria schools as well as the local sawmills and some other manufacturing plants were closed today on account of a shortage of water in the city reservoir, as the result of a break in the main conduit. A number of residences on the hill were also out of water during last night and today and the occupants were compelled to catch rainwater for domestic use. The break in the main was repaired tonight.

PERSONAL MENTION.

- J. O. Elliott, of Moro, is at the Perkins.
- B. L. Barry, of Dayton, is at the Imperial.
- S. C. Dunlap, of Amity, is at the Lenox.
- L. R. Farris, of Kalama, is at the Oregon.
- C. C. Clark, of Arlington, is at the Imperial.
- E. D. Durham, of Haines, is at the Cornwell.
- J. A. O'Donnell, of La Granda, is at the Perkins.
- F. Weckert, of Sherwood, is registered at the Lenox.
- M. Holland and family, of Oregon City, are at the Portland.
- C. W. McVaine, of Bay City, is registered at the Perkins.
- John Campbell, of White Salmon, Wash., is at the Lenox.
- Mrs. W. S. Parker, of Newberg, is staying at the Cornwell.
- J. H. Chambers, of Cottage Grove, is registered at the Oregon.
- Mr. and Mrs. S. H. Friendly, of Eugene, are at the Portland.
- Mr. and Mrs. H. F. Copland, of Woodburn, are staying at the Cornwell.
- Mr. and Mrs. William Lippitt, of Colfax, Wash., are staying at the Portland.
- C. L. Mackenzie, of Colfax, who is interested in a coal mine at Chehalis, is at the Oregon.

CHICAGO, Nov. 9.—(Special.)—Travelers from the Northwest registered here are: From Portland—At the Congress, Francis B. Clarke, Austin C. Widen. At the Great Northern, E. E. Bosworth, A. L. Titus, G. W. Britz.

passenger on the Steamer George W. Elder, walked too near the edge, and with a splash that alarmed the crowd of people about to embark on the boat, fell into the waters of the Willamette and was lost from view, presumably meeting instant death by striking his head against the building or the boat, or drowning before help could reach him.

Greenwald's contact with the water was heard by scores, the crowd on the dock being augmented by a number of friends who had accompanied the passengers on the Elder to the boat.

Delay in Rescue.

Some delay was occasioned in attempting a rescue. The boat was about to leave and the hands were engaged in casting off the lines.

Rushing frantically about, almost in despair and appealing for assistance from everyone whom he met, Ed Swanson, the traveling companion of Greenwald, made frantic efforts to save his friend. He was several times on the verge of jumping into the river, but was restrained by cooler heads, who warned him that he might strike his head against a log or raft with probable fatal result.

It remained for one of the visitors to the dock, C. G. Evans, who lives at the Edmond Hotel, to descend to the river on a rope and with the aid of a lantern's dim rays search for the missing Greenwald. Evans stepped out on a raft and searched near and under the docks, but could find no trace of him. His hat floating on the water told the story of Greenwald's fate. In the meantime, the ship left and with no guiding lights the

search was abandoned. The police were notified and took up the work later in the evening.

Persons who were present when the accident occurred are loud in their denunciation of the tardiness of the officers and sailors of the steamship in attempting a rescue.

H. J. Deputy, of Long Beach, Cal., who is staying at the Imperial Hotel, declares that the employees made no noticeable effort whatever to assist in the work.

"It was five minutes from the time the man fell into the water until anyone tried to save him," says Deputy. "The fact that Mr. Evans, a civilian, instead of a sailor, descended on the rope, indicates that no attempt at rescue would have been made at all had the steamship people been depended upon. The place was dark. This probably accounts for the man falling off the dock in the first place. In spite of requests for lights and lanterns the salors

were slow to respond and when the steamer pulled out the appeal for the searchlight to be turned onto the water so that further search might be made, was denied."

Swanson remained behind to assist in finding the body of his friend. He says that both he and Greenwald had planned to go to their homes in Wisconsin to spend Thanksgiving.

Masons Will Bury Kellogg.

DAYTON, Wash., Nov. 9.—(Special.)—

In charge of a Masonic escort, the body of J. A. Kellogg, former member of the State Legislature from this district, ex-Mayor of Dayton and County Auditor of Columbia County, who committed suicide at Seattle Friday, will be brought here today for burial. The funeral will be held tomorrow at a local undertaker's rooms, the Masonic lodges of Dayton having charge. Interment will be in the Dayton Cemetery. In the early days when Mr. Kellogg was in business here, he was one of the best known men

of affairs in the Northwest and accumulated a fortune here in real estate, leaving Dayton for Seattle 15 years ago. It is thought that business reverses led him to commit suicide.

Rhode Island has a farm on which are located all her state institutions, including the state prison, state workhouse and Providence jail. The workhouse prisoners have done much in reclaiming and cultivating land, removing stones, improving the streams and building walls.

I have found one dear old lady

Or, rather, two thousand "dear old ladies" who may be the one. Every state has its claimants—and they're still coming. Sons, daughters, husbands, friends, have all joined the search.

An editor of THE DELINEATOR is touring the country all the time, making "Little Visits to Dear Old Ladies." Here is the most interesting one she has found so far. Perhaps you'll think she is the old lady. That's why we are printing her story in the big Christmas Number of

THE DELINEATOR

Pleasant, Refreshing, Beneficial.

Syrup of Figs and Elixir of Senna appeals to the cultured and the well-informed and the healthy because its component parts are simple and wholesome and because it acts without disturbing the natural functions, as it is wholly free from every objectionable quality or substance. In its production a pleasant and refreshing syrup of the figs of California is united with the laxative and carminative properties of certain plants known to act most beneficially, on the human system, when its gentle cleansing is desired. To get its beneficial effects, always buy the genuine, for sale by all reputable druggists; one size only, price fifty cents a bottle. The name of the company—California Fig Syrup Co.—is always plainly printed upon the front of every package of the genuine.



California Fig Syrup Co.

LOUISVILLE, KY. SAN FRANCISCO, CAL. NEW YORK, N. Y.

MICHELIN

"SEMELLE" Anti-Skids

Prevent skidding, insuring car and passengers against accidents and possible serious injury.

Tough, Flexible, Non-Puncturing Leather Tread

Firmly Imbedded Hardened Steel Anti-Skid Rivets

Look for this Sign

For Sale at Leading Garages