

WRONGED HUSBAND STABS AND KILLS

Four Wounds Inflicted With Pocket-Knife, of Which Two Reach Heart.

WIFE ADMITS HER GUILT

George Chamberlain, Picture Show Proprietor, Hides Under Steps to Verify Suspicion — Andrew Massin, Is Victim.

Supporting his wife of undue intimacy with Andrew Massin, said to be an Italian, George Chamberlain, proprietor of the Oregon Picture Show, 218 First street, stabbed Massin to death last night at 9 o'clock in an encounter in his wife's bedroom at their home, 104 1/2 North 25th street.

Massin ran out of the room. Chamberlain went to police headquarters, where he said:

"I've stabbed a man."

"Murdered him, you mean," said an officer. Chamberlain said that he did not know until then that Massin was dead.

Mrs. Chamberlain was arrested at midnight. She had fled to the house of a neighbor immediately after the stabbing. Chamberlain inflicted four wounds in Massin's body.

Chamberlain spoke coolly and deliberately when he told his story.

"I had suspected my wife for a week," he said. "She and our two children, a girl of 11 and a boy of 10, visited the theater yesterday afternoon. From my place in the operating balcony I saw my wife continually chatting with the fellow I stabbed. He sat directly in front of her in the theater. They apparently then made their plans to meet last night."

"Later in the evening, after the show, I noticed she was not enthusiastic for me to go home to supper with her. I said nothing, but went home with the children and her and had supper. As was my custom, I came down again after supper. I left the house in the usual manner, without exciting suspicion, but I hid under the raised porch steps at the side of the house. While waiting for the arrival of the man I thought I had seen, I opened my pocket-knife and held it open in my pocket.

"Soon afterward I heard footsteps approaching. The fellow went up the steps over my head. He rapped on the door. My wife let him in. I heard them talking in a low voice. I waited probably 15 minutes. Then, slipping off my shoes, I cautiously walked up the stairs, opened the door and went inside. The bedroom was dimly lighted. She was undressed and in bed. He was fully dressed and sitting on the side of the bed, at the foot. I was in the adjoining room and could see them from where I stood through the door which stood partly open.

"I went crazy at the sight of it. I burst in on them and asked the fellow who he was. He bounded to his feet and struck at me with one hand. With his other hand he whipped out a black revolver and threw it at me. I hit him then several times with the knife I had opened below the stairs. He ran out of the room and up the alley.

"The fight took place in my wife's bedroom right before her eyes. After the man had gone I went down stairs and got my shoes and put them on. I left the house and waited on the sidewalk a long while waiting to see a policeman. I could not see any, so I got aboard a car and, coming down town, went to my theater and gave some directions about the business. Then I gave myself up."

After fleeing from the house, Massin dashed toward the street through the alley. When within 25 feet of the sidewalk he fell. His means attracted the attention of Mrs. Buck Keith, of 104 North Seventeenth street, and the families of T. L. Inskeep, who occupy a cottage at 100 North Seventeenth. Mrs. Keith believed him to be drunk and summoned T. J. Purcell, a neighbor. Purcell found him lying in a pool of blood. Mrs. Keith again telephoned to police headquarters and pleaded that aid be sent to the dying man. Half an hour later Patrolman Blackman arrived. Massin was dead.

"I'm responsible for it all," she said at headquarters. "I led him on. I deceived my husband. I am sorry, but it is too late now."

She was locked in a cell in the women's ward. The children of the couple were cared for by neighbors.

Mr. and Mrs. Chamberlain were married in Acme, Ore., in 1899. He is 21 years old and she is 23. Chamberlain's father is a farmer. His mother is dead. Both of Mrs. Chamberlain's parents are dead. They formerly lived in Acme.

Fairman Kingel, in a search of the fanged little room occupied by Massin, found several letters which had been written to him by Mrs. Chamberlain. They were written in exhorting terms and referred to meetings. Her photograph was also found.

Two of the wounds inflicted by Chamberlain entered the heart from the left side, another penetrated the right lung and the fourth shattered the spinal column near the neck.

HILL WILL EXTEND LINE

(Continued from First Page.)
A combination of all Hill lines radiating out of Portland might be formed to operate in a manner similar to that which will be assumed by the new Oregon-Washington Railway & Navigation Company, which will control the Harriman roads in the Northwest.

"Such a scheme is very likely to be carried into effect," he said, "and would greatly simplify the work of accounting and of operation and would effect a great saving. I would favor such a move, but know of no definite action that has been taken to carry it out."

Included in such a merger will be the North Bank, the Oregon Electric, the United Railways, the Astoria & Columbia River road and eventually the Oregon Trunk and whatever lines are extended from these. Mr. Hill denied any intention of operating any of the two electric lines by steam, and spoke hopefully of extending the service on all of them.

He did not speak in the least encouragingly toward the idea of having the Milwaukee road operate over any portion of the Hill system either in entering Portland or in reaching any other portion of the Northwestern territory. "I never heard of such a thing," he asserted. "I never heard of it." Of course

it is possible that such a thing might be done. Anything of such a nature is possible. But it is not probable—not at all probable."

Mr. Hill, who also controls the Burlington system, ridiculed the idea of the road securing an entrance into San Francisco by a possible agreement with the Western Pacific. This suggestion came from St. Paul the same day he left there for Portland. It contained the intimation that the Burlington would operate from Denver west to Grand Junction, Colo., via the Colorado Midland road, which became a part of the Burlington system when the Colorado & Southern was absorbed. From Grand Junction, it was said, the Burlington would run over the Denver & Rio Grande tracks to Ogden and thence to San Francisco over the new Western Pacific.

"That's all rubbish—rubbish," declared Mr. Hill as he raised his hands to express displeasure at such an idea. "I don't know of anything of the kind ever being talked about. Mr. Harris, who is with me, I don't think knows anything about it, and he certainly would have to give his consent to any move the Burlington would make."

As to whether the east-and-west road through Oregon will be built, Mr.



Mrs. Mary Chamberlain, Who Admits Her Relations With Andrew Massin, Led to Murder by Husband.

Hill said also depends largely upon conditions of the future. He insisted that project in his statements with reference to all the future improvements beyond 1912. He talked very optimistically of all the country through which the great Hill system operates, however.

"Oregon has a good outlook," he said. "I am glad to see that the people are taking such an interest in the development of their state. I am glad to see the people of the East taking such an interest. I am glad to see by the census returns that this state, as well as Washington, has grown so wonderfully in the last ten years. "But there is one thing that I don't like to see. It is the presence of so many people in the towns and cities, compared with the number in the country. I want to see the farms taken up and the country settled. If we settled the country, the cities will take care of themselves. There is much land in Oregon that can be taken up and developed and upon which people can make so much better living than here in Portland and the other cities of the state don't take advantage of these opportunities."

Although Mr. Hill arrived late, he was in consultation with John F. Stevens, president of the North Bank Road, for nearly two hours before retiring. Even at the conclusion of their conference, he found time to walk about the lobby of the Portland Hotel, where he greeted a number of Portland people he knows. He also showed much interest in the Portland souvenirs on sale there and selected a few picture post cards.

Together with the members of his party, he will be in the city for two or three days. Inspection of the local property will be made and before he leaves, he is intimated, he may come to a conclusion as to further extensions and improvements of the local roads.

No Realty Is Held Here.

Hullett C. Merritt, the Los Angeles millionaire, who is having trouble over his scheme to erect a 20-story building in the city of Angeles, owns no Portland realty, and his threat to bring his building to this city was made for effect, according to Portland dealers in real estate. The local dealers all declare their readiness to sell him a choice site for such a building, and at a figure lower than the prevailing price for business property in Los Angeles.

Mr. Merritt visited Portland a year ago, and at that time purchased 112,000 worth of bonds of the Trustee Company on the Olds, Wortman & King building. So far as is known, that is the extent of his Portland holdings.

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We are not "juggling" with the public here, but are honestly trying to close out at the earliest possible moment, regardless of a dollar profit this side of the factory that built them,—and even the little wholesale profit which a factory makes off the large buyer in car-load lots has been swallowed up by freights, through error of our billing clerk shipping them four thousand miles to Portland, instead of three hundred miles to New York.

I can sell these pianos under the conditions brought to bear compelling their sacrifice, at a price sufficiently below their actual retail value, to induce a man to come a thousand miles to buy one, and almost ship it home around by China.

Two hundred dollars is the amount I propose to save every buyer of a first class piano at this sale, and on some of the styles as much as two fifty, and on our most elaborate \$600 exhibition style the buyer will save three hundred and five dollars, for it is going at two ninety-five. The actual money saved in buying

a piano at the factory wholesale prices, under these conditions, would be sufficient to give your daughter one music lesson a week of a dollar teacher, for four years, which ought to make her an excellent pianist, if not a finished musician.

Our terms, even at this enormous sacrifice in price, are only \$25 down and \$10 a month—simply as much again as you would have to pay monthly to rent a piano. To rent a piano under these circumstances is throwing money away—would be foolish—don't do it. Come to us and buy a piano—own it—on easy terms, and almost at your own price (all the way from \$160 to \$295). They are worth more than double this money.

We must sell all this week—we've got to sell—and if dreamers will only wake up and give us a chance we'll do it, too.

Don't run around town chasing butterflies, or grabbing at straws, and overlook the only real cut-price piano sale now going on in Portland.

We are piano builders, cutting the life out of prices here. Who is there to compete with us? Nobody! and if ever bargains were to be had in a music store, we've got them here. They shall be accompanied by the strongest kind of a ten year guarantee, signed by the "Cote Piano Mfg. Co.," who are rated in Bradstreet and Dunn at quarter of a million dollars—Isn't that enough?

Come to our warehouse, 361 Morrison—corner Morrison and Park—today, and we will make you happy, if a piano at the rarest of bargains can make you so.

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Proceedings yesterday were some that the O. R. & N. wanted so it might lay tracks to the new Harriman bridge and in the complicated concessions of the part of both the city and the railroad, the granting of these franchises became a feature.

Councilman Lombard moved that the franchise be taken from the table for the purpose of indefinitely postponing action on them. This brought out a general sentiment that the Council should act temporarily, to grant them, pending a settlement of the Broadway bridge matter.

On the ground that the railroad bridge would benefit the city, Mayor Simon suggested that some definite action should be taken on the franchises. "O. R. & N. Co.," said the Mayor, "but I believe the company is entitled to certain rights and some consideration. The building of the bridge is for the use of the public and the city will benefit from it. The company has asked for the franchises and some definite action should be taken, either by refusing or granting the franchises."

Replying to the Mayor, Councilman Baker said: "We want to build a bridge, too, but the railroad companies want all sorts of concessions in return for rights of way, and I think it is time we were showing the company that we have something to say in the matter."

The effort to have the matter indefinitely postponed was lost. Councilman Cellars made his objections to the arbitration plan proposed by Mr. O'Brien, when the question of postponing the action on the ordinance authorizing the Mayor to negotiate for rights of way was being discussed. Mr. Cellars believed that the city should be satisfied with nothing from the company except a direct business deal. He also expressed later his belief that some changes should be made in the proposed franchise that the O. R. & N. wanted, but no general discussion developed on this.

CITY TO SUE STREET RAILWAY

Corporation Should Share Cost of East Twenty-Eighth Bridge.

Legal action is to be directed by the city against the Portland Railway, Light

and Power Company to force the latter to pay a share of the cost of the East Twenty-eighth street bridge, over Sullivan's Gulch. On motion of Councilman Menzies, the Council yesterday morning authorized City Attorney Grant to bring suit against the company, by which it hoped to require the company to pay about \$20,000 to the city as a result.

Until it was decided to reconstruct the bridge, the company maintained tracks across it. When demands were made on the company to pay a portion of the cost of the bridge, the reply was given that the cars had not been operating across the bridge and the company had no use for it.

"I have positive proof," said Councilman Menzies, after the meeting yesterday, "that the cars have been operated over the bridge. Anyhow, the company has a franchise over the bridge and cannot relinquish it without the permission of the Council. Such permission has never been granted."

In an interview with a prominent physician he states that people should pay more attention to their kidneys, as they control the other organs to a remarkable degree and do a tremendous amount of work in removing the poisons and waste matter from the system by filtering the blood.

During the winter months especially, when we live an indoor life, the kidneys should receive some assistance when needed, as we take less exercise, drink less water and often eat more rich, heavy food, thereby forcing the kidneys to do more work than Nature intended. Evidence of kidney trouble, such as lame back, inability to hold urine, smarting or burning, brick-dust or sediment, sallow complexion, rheumatism, maybe weak or irregular heart action, warns you that your kidneys require help immediately to avoid more serious trouble.

An herbal medicine containing no minerals or opiates has the most healing influence. An ideal herbal compound that has had remarkable success as a kidney remedy is Dr. Kilmer's Swamp-Root.

You may receive a sample bottle of Swamp-Root by mail, absolutely free. Address Dr. Kilmer & Co., Binghamton, N. Y., and mention The Portland Daily Oregonian.

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