

# Morning Oregonian

VOL. LII—NO. 16,101. PORTLAND, OREGON, TUESDAY, JULY 2, 1912. PRICE FIVE CENTS.

## 430 BALLOT FINDS DELEGATES FIRM

Deadlock Is More Complicated Than Ever.

## WILSON GAINS MATERIALLY

Clark Drops to Low-Water Mark Since Start.

## BALLOTING IS MONOTONOUS

Speaker Journeys From Capital to Baltimore but Does Not Address Convention—Tired Members Act Mechanically.

BALTIMORE, July 2.—The deadlock in the Democratic National convention over a Presidential nominee seemed more complicated than ever when adjournment was taken at 12:45 A. M. until noon today.

Woodrow Wilson had gained steady gains during Monday's balloting until he reached a high-water mark of 501 1/2 votes on the 39th ballot. He remained stationary on the 40th ballot and then began to lose ground. The last ballot was the 42d, when Governor Wilson polled 494 votes.

Wilson Gains at Start. The evening started auspiciously for Wilson with the 35th ballot and on the 39th he had passed the 500 mark with one and one-half votes to spare. Clark in the same balloting lost 11 votes. On the 40th call of the roll Wilson's 501 1/2 remained the same and Clark gained a single vote, leaving him 423. Meantime the vote for Oscar W. Underwood fluctuated within 10 votes of the 100 mark.

The delegates sat in a sort of stupor. The roll call clerks entered the vote mechanically, often without waiting for the responses from the various states. At the end of the 40th ballot a tired Alabama delegate moved to adjourn, but when a roll call on the motion was demanded, by the Wilson forces, he withdrew it.

Convention Hall Besieged. Convention hall was almost stamped tonight by thousands of persons who were refused admission after Chairman James ordered the police to admit no one except delegates, alternates and members of the press.

When the order was issued the police were having trouble preventing crushes at the doors and in the streets around the hall. Within a few minutes the authorities were confronted with a situation so serious that reserves were sent for and the crowds driven from the doors. In front of the hall the street was roped off at each entrance of the building and double lines of police stationed across the streets. No one was permitted through these lines without a delegate badge and ticket or press badge and ticket.

By 10 o'clock it was estimated 25,000 persons were packed in the streets clamoring for admission, but none could elude the police. It was the first time of the convention that the precautions were necessary to avoid possible trouble at the doors.

## Police Orders Strict.

The police orders were so strict that several delegates who had forgotten their badges, were excluded from the hall for an hour before they could get word to the inside and obtain identification. The hall itself was filled to capacity, hundreds standing in the aisles around the sections on the ground floor.

A weary, bedraggled, peevish aggregation of delegates and alternates to the Democratic National convention drifted into the convention hall tonight, with a long, dreary night session in prospect. They confronted the same monotonous grind of balloting that had continued from last Friday morning.

Almost a full week of controversy between rival factions had sorely tried the patience and temper of the delegates and the crowd was an irritable and excitable one. The tenacity of the situation had shown itself in a semi-circular on the floor in the afternoon when W. J. Bryan found himself in the midst of half a score of fist fights. Police were warned to exert extraordinary vigilance in the future. The

## ALBANY GETS FIRST ELECTRIC TRAIN

HILL LINE EXTENSION WORK WELCOMED BY CROWD.

Officials and Visitors Make Initial Trip From Salem—Big Celebration on Fourth.

ALBANY, Or., July 1.—(Special.)—The first train over the Salem-Albany extension of the Oregon Electric trolley system was met by a large crowd. The crew placing the trolley wires reached Fifth and Lion streets, the site of the Oregon Electric passenger station, at noon today and at 3 o'clock this afternoon the first electrically operated train over the new road left Salem. The train, which consisted of two cars, made good time when running, but frequent stops were made for the inspection of the work. The track was found in first-class condition for the operation of fast trains.

The first train carried C. A. Coolidge, general manager; L. B. Wickersham, chief engineer; Carl Gray, Jr., superintendent; A. C. Adams, superintendent of motive power; L. B. Kramer, electrical engineer; M. Cunningham, assistant electrical engineer; J. Allen, station agent at Salem, all of the Oregon Electric, and a few visitors. The train left for Salem on the return trip at 8 o'clock tonight.

Regular service on the new line will be inaugurated on July 4, when the big Oregon Electric celebration will be held here.

## PORTLAND HOLDS RECORD

City Best in World for Infants. Is Report Made.

City Milk Chemist Calloway announced at the meeting of the Health Board yesterday that Portland is the most healthful city in the world for infants. The death rate last year for each 1000 births was 79.4.

A howling crowd surrounded him, pushing and demonstrating. Once he reached the platform, then returned and engaged in angry demonstration with members of the Missouri delegation; then again mounted the platform, escorted by a policeman. He stood there pale and apparently deeply moved, while pandemonium reigned, and the convention was in a frenzy of disorder.

Missouri Banner Raised. The Missouri banner was pushed forward to the platform, then thrown back by an opposing throng. Every delegate in the convention was on his feet, shouting madly.

A fist fight occurred immediately in front of the delegates while the tumult was at its height, policemen separating the combatants.

Bryan, from the platform, arose to a question of personal privilege. Mayor Fitzgerald, of Boston, made a point of order against Bryan's speaking.

The point was temporarily laid aside and Bryan proceeded. Bryan said he had asked for the removal of the Missouri banner from in front of the Nebraska delegation.

Portland People in Chicago. CHICAGO, July 1.—(Special.)—A. B. Thompson and Mrs. K. M. Thompson, of Portland, are registered at the Majestic.

## LA FRANCE FUNERAL TODAY

Man, Who Died in Clackamas River, Buried by Lodges.

OREGON CITY, Or., July 1.—(Special.)—The body of James C. La France, which was found near the north fork of the Clackamas River, nine miles above Estacada, Saturday, by a party of fishermen, was taken to Estacada yesterday by Coroner Wilson, and will be buried there tomorrow. La France left his home in Portland June 18, on a fishing excursion, and had not been heard from since that time.

The funeral services will be held under the auspices of the Woodmen of the World and the United Artisans, of which lodges Mr. La France was a member. He was secretary of the Artisans. He is survived by his widow and three children.

## NAVAL OFFICERS RETIRED

Twelve Still on List Who Will Be Let Go Compulsorily.

WASHINGTON, July 1.—Several naval officers were retired today on their application, thus reducing to 12 the number of officers who must be compulsorily retired.

They are: Captain James P. Parker, on court-martial duty at New York; Richard M. Hughes, commanding the Washington; Captain John F. Craven, Captain at the Naval War College; Commander Wilson W. Buchanan, commanding the Ohio; Commander Guy W. Brown, commanding the recruiting ship at Mare Island; Commander Albert L. Key, on leave; and Commander William G. Miller, under treatment at the Philadelphia Naval Hospital.

## BRYAN IS CENTER OF HOWLING MOB

Nebraskan Resents Act of Missourians.

## CLARK BANNER IS FLAUNTED

Every Delegate in Convention Joins in Riotous Scene.

## BLOWS STRUCK IN TUMULT

Commoner Goes to Platform Where He Is Permitted to Make Short Speech Which Chairman James Brings to Halt.

BALTIMORE, July 1.—William Jennings Bryan was the center of a riotous scene just before the 34th ballot was taken in the Democratic convention today. The Missouri delegation attempted to carry a Clark banner in front of Bryan. He indignantly resented the move and twice tried to reach the platform.

A howling crowd surrounded him, pushing and demonstrating. Once he reached the platform, then returned and engaged in angry demonstration with members of the Missouri delegation; then again mounted the platform, escorted by a policeman. He stood there pale and apparently deeply moved, while pandemonium reigned, and the convention was in a frenzy of disorder.

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## FUND PLEDGED FOR NEEDY DELEGATES

NEW JERSEY BANKER TO PAY BILLS OF WILSON MEN.

Report That Many Are on Point of Departure Because of Lack of Money Brings Offer.

SEAGIRT, N. J., July 1.—A pledge of \$5000 to pay the bills of Wilson delegates to the Baltimore convention was made tonight by Samuel Ludlow, Jr., a banker of Jersey City, and Joseph E. Bernstein, a merchant of the same place.

Reports from Baltimore that on account of the extended session many of the delegations were hard up, caused the Jersey City of O. Library 18X0V12 to offer \$5000 to the Baltimore convention. Mr. Ludlow said that he and Mr. Bernstein would appear in Baltimore on 8 o'clock tomorrow, ready to succor the needy Wilson supporters.

## SWIMMERS SHOCK TEACHER

Dr. Luella Clay Carson Calls Police to Onst Boys at Girls' Campus.

OAKLAND, Cal., July 1.—(Special.)—Condemnation reigned supreme on Mills College campus this afternoon when three weary, dusty, perspiring boys, coming back from a tramp in the hills, found it impossible to resist the temptation of a swim in the cool lake near the famous college for young women.

Clad only in radiant smiles, they splashed about to their hearts' content and were having the time of their lives until Dr. Luella Clay Carson, president of the college, taking an afternoon walk with several of the young women passed nearby. A riot call was sent in to the Melrose police station. Armed with a supply of blankets, the police descended upon the boys and restored peace and dignity to the campus by carting them off to the station.

All the youngsters were under 18 years of age. After tearful apologies and promises never to do it again they were permitted to don their clothes at the station and go home.

## TILLAMOOK GETS AIRSHIP

Christofferson Promises to Fly Over Bay if Wind Aids.

TILLAMOOK, Or., July 1.—(Special.)—Telegrams to the committee in charge of the Fourth of July celebration announce that Silas Christofferson, the aviator who made a flight from the Multnomah Hotel in Portland during the Rose Festival, will arrive here tomorrow night and be ready for two flights on July 3.

He will use a headless Curtiss biplane and plans to make flights over the city and bay. A possible trip over Bay Ocean and out over the Pacific is contemplated, but conditions of wind will direct this largely.

## THIRD PARTY VIM ENDS IN ILLINOIS

Activity Subsides When Colonel Departs.

## NO CONFERENCES ARE HELD

Leaders Uncertain When They Will Plan Campaign.

## VAGUE STATEMENTS MADE

Medill McCormick, Who Is Directing Roosevelt Cohorts, Asserts That There May Be No News for Two Days.

CHICAGO, July 1.—(Special.)—Inactivity has taken the place of the strenuously which marked the third party propaganda directly following Colonel Roosevelt's visit to Illinois.

While leaders who were active in the movement while the Oyster Bay candidate was in the city, decline to discuss it, there has been a marked enous prevalent, especially since the Baltimore Democratic convention took on its progressive appearance. Conferences, which had been planned as forerunners of Colonel Roosevelt's new party battle in Illinois have failed to materialize and considerable dissatisfaction admittedly has arisen over the question of placing a third party state and county ticket in the field in Illinois.

McCormick at Oyster Bay. R. R. McCormick, who was the Illinois member of the convention credentials committee and one of the Rooseveltians who refused to bolt when Colonel Roosevelt gave the "walk-out" signals on the first night that the committee met, was at Oyster Bay today, conferring with the Colonel.

He is said to have discussed the Illinois situation frankly and to have advised Mr. Roosevelt that it would be more advisable to "go along" with the state organization, which particularly had been friendly to him so far, rather than to run at cross-purposes with Governor Deneen and his adherents.

Medill McCormick, who has assumed the reins of the new party movement in Illinois, was alone in the third party headquarters in the Congress Hotel, when a reporter arrived.

Leader Is Uncertain. "No news today," he said, looking up from a newspaper he was reading. "When will the conference of Illinois leaders be called," he was asked. "I'm not certain," he said.

"I don't think there will be any news along that line for a couple of days."

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## CLASS RATES TO OREGON LOWERED

INTERSTATE COMMERCE COMMISSION MAKES RULING.

Willamette Valley Tariffs on Freight Coming From Missouri River Held Unreasonable.

WASHINGTON, July 1.—Class freight rates from the Missouri River and points of origin east to destinations in the Willamette Valley through Portland, Or., today were held by the Interstate Commerce Commission to be unreasonable. Reductions averaging approximately 12 per cent were ordered.

"It is evident that the commission has acted on the theory that no rate between two points shall exceed the sum of the local rates between the same two points," said J. N. Teal, traffic attorney for the Portland Chamber of Commerce, last night.

"Either that or they have established a rate for the Willamette Valley towns which is equal to the sum of the rate from the Missouri Valley to Portland plus the rate from Portland to the Willamette Valley towns and which, on the basis of the class rate schedule established by the state commission last year, is equivalent to about a 12 per cent reduction.

"The probable effect will be to give the Willamette Valley points closer relations with Missouri Valley points on business governed by class rates. It will not disturb the relations between Portland and the Willamette Valley, however."

## DAVIS, AUTHOR, TO REWED

Bessie McCoy, Yama Yama Girl, Wins Famous Divorced Writer.

NEW YORK, July 1.—(Special.)—Bessie McCoy, of Yama Yama fame, and Richard Harding Davis, the former war correspondent and present author, are to be married. Tonight Mr. Davis said at his home in Mount Kisco that he and Miss McCoy will be married on July 8. Asked for some details about where the marriage will take place, he refused to say a word.

"We are going to keep it a secret," said Davis. "We want to keep from being bothered. We are going to be married a week from today and that's all you need. As a matter of fact we haven't made our plans yet, anyhow, because we don't want them to leak out."

## WILSON COOL IN CRISIS

Governor Says Votes Come "Slow as Cold Molasses."

SEAGIRT, N. J., July 1.—"They are coming as slowly as cold molasses," was Governor Wilson's comment today upon his gain in strength at Baltimore. "But at that we are doing better than we did last week. During the week we gained 33 votes; today alone, up to the present, we have gained 71. The Wilson lines are holding solid; the gain is very satisfactory."

To all outward appearances the Governor was little concerned in the details of the contest.

## CAR RUNS AWAY ON GRADE

Motorman, Trying to Save Life, Loses It—Six Others Injured.

SEATTLE, Wash., July 1.—Motorman George C. Shinolt, aged 32, was killed and six persons were injured late today when a streetcar on the Broadway line got beyond control near the junction with the Eastlake line and turned over when it hit the switch at the junction.

None of the injured was dangerously hurt. Shinolt was instantly killed when the car turned over. He tried to jump, but his body was caught in the folding gate and the car crushed him against the pavement.

## TAP LINE CASES DROPPED

Commerce Court Finds That It Has Lack of Jurisdiction.

WASHINGTON, July 1.—The Commerce Court dismissed today, for want of jurisdiction, the so-called tap line cases filed recently.

The petition presented by the tap lines required injunctions against the Interstate Commerce Commission's order determining the status of tap lines with relation to the various trunk lines. The tap lines contended they were common carriers under the law and that the Commission had no authority to exclude them from the divisions of through rates with trunk lines.

## MRS. HUTTON SPOKESMAN

Spokane Woman Announces Votes of Washington Delegation.

## AVIATRIX AND HER PASSENGER KILLED

Miss Harriet Quimby Falls 1000 Feet.

## TWO VICTIMS STRIKE IN BAY

W. A. Willard in Monoplane With Woman at Helm.

## WIND TURNS TAIL OF PLANE

Both Are Hurlled From Craft as It Plunges Toward Water—Bodies Strike With Fearful Impact and Are Buried in Mud.

BOSTON, July 1.—Miss Harriet Quimby, of New York, the first woman to win an aviator's license in America, and the first woman to cross the English channel in an aeroplane, was instantly killed this evening with her passenger, W. A. Willard, manager of the Boston aviation meet at Atlantic, when her Bleriot monoplane fell into the Dorchester Bay from a height of 1000 feet.

The accident happened when Miss Quimby and Willard were returning from a trip over Boston Harbor to Boston Light, a distance of 20 miles in all. The flight was made in 20 minutes.

Machine Is Latest Model. The Bleriot, one of the latest models of military monoplanes, circled the aviation field and soared out over the Savannah Yacht Club, just outside the aviation grounds. Heading back into the eight-mile gusty wind, Miss Quimby started to volplane. The angle was too sharp and one of the gusts caught the tail of the monoplane, throwing the machine up perpendicular. For an instant it poised there. Then, sharply outlined against the setting sun, Willard was thrown clear of the chassis, followed almost immediately by Miss Quimby. Hurling over and over, the two figures shot downward, striking the water 20 feet from shore. They splashed out of sight a second before the monoplane plunged down 15 feet away.

It was low tide and the water was only five feet deep.

Bodies Embedded in Mud. Men from the yacht club, in motorboats, were on the spot quickly and leaping overboard dragged the bodies out of the mud into which they had sunk deeply. Death probably was instantaneous.

Both bodies were badly crushed. Several of Miss Quimby's bones were broken and there were many large bruises. Willard, who weighed 190 pounds, hit the water face first and also sustained several fractures and bruises. The clothing of both flyers was torn and the bodies were so covered with mud that it was several minutes before the doctors could determine the full extent of the injuries.

Troops Hold Crowd Back. The bodies were laid on the ground on the edge of the aviation field. A group of state cavalry held the crowd back, while Dr. George Sheehan, made hasty examinations.

In a few moments the bodies were taken to a hospital. Miss Blanche Stuart Scott, another aviator, was flying at the time of the accident.

Miss Scott Sees Fall. From her high altitude Miss Scott had watched Miss Quimby's splendid flight and was near by when the gust upset the monoplane. In the excitement of the moment she noticed the lone aviatrice, but when Miss Quimby's body was brought ashore all eyes were directed aloft and Miss Scott was seen making sweeping circles over the field at a height of about 500 feet.

Twice she started to descend, but each time she was seen to falter. In another moment summoning all her nerve, she turned the nose of her machine downward and landed safely, collapsing in her seat before anyone could reach her.

A. Lee Stevens, of New York, manager for Miss Quimby, and Miss Quimby's friend, Mrs. Helen Vanderbilt, who were both witnesses of the accident, were prostrated.

Both Joke on Their Last Flight. Before going up on their last flight, Miss Quimby and Mr. Willard were talking and laughing with their friends. Willard making jokes about his weight and Miss Quimby talking confidently about her plans to make an altitude record in the future that would stand as a woman's high mark.

In crossing the English Channel on April 16, Miss Quimby flew at an altitude of 6000 feet, which was believed to be the record for women.

Miss Quimby said today she felt sure she could beat this mark, although she did not believe she could excel the record of 13,943 feet set by Garros.

Discussing the subject of coming into the water, if the engine should fail in the flight over the harbor, Miss Quimby said to a friend just before she left the ground.

"A water landing is all right in a Bleriot until you come down head first. In that case the heavy motor at the forward end of the machine would drag the monoplane deep into the water and sink it. But if we came

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