

ASHIP TO TABLES AT FIRST ASCENT

Carries 16 Persons in Wreckage, but Miracle Saves Their Lives.

PILOT'S DARING EXPLOIT

Clambers Among Bigging on Top of Gasbag as It Falls—Aeronauts Gave Warning Balloon Was Too Weak.

OAKLAND, Cal., May 23.—A giant airship, on its trial trip in Berkeley today, rose 300 feet, burst and dropped to the ground, with its crew of 16 men, every one of whom was injured. By one of those peculiar and fortunate chains of circumstances which sometimes attend sensational accidents, these 16 men miraculously escaped death. None of the injured, with the possible exception of one, is expected to die. Seven of them are seriously hurt, and nine severely bruised and suffering from shock.

The Injured.

- Following is a list of the injured: J. A. Morrell, inventor of the airship; right leg broken; bruised ribs; Z. T. Taylor, an aeronaut, known as "Captain Penfold"; broken ankle and hip and injured arm; Otto Olsen, one of the crew; broken ribs and injured back; C. A. Nelson, an engineer; fractured pelvis and injuries to back; S. Whipple, engineer; broken ribs and ankle, probable internal injuries; L. V. Rodgers, engineer; fractured right leg, contusions all over body, internally injured; E. C. Wallin, newspaper photographer, San Francisco; injured foot, bruised and suffering from shock; Justin Barber, photographer, Berkeley; ribs broken and bruised; P. H. Goodfriend, engineer; bruised and suffering from shock; H. Miller, one of the crew; cut and bruised, not serious; John Byrne, pilot; bruised and lacerated, not serious; Charles P. Hall, photographer, San Francisco; bruised and suffering from shock; John Peterson, photographer; bruised and lacerated, not serious; V. J. Fluno, engineer; cut and bruised, not serious; John Ahern, engineer; bruised, injuries slight; W. Mowery, engineer; bruised, injuries slight.

Airship's Spectacular Fall.

The accident was a spectacular and sensational one. Probably 40,000 people from Berkeley and Oakland had gathered around the big vacant lot wherein the great caterpillar-shaped air-craft had been inflated with illuminating gas. It was just 12 o'clock when the stay-ropes were cut and the airship rose slowly from the earth. The five gasoline engines, suspended beneath the big bag at intervals of 20 feet, each attended to by an engineer, were not put in operation until well up into the air, when two of them had slowly set in motion. The long propellers reaching out from either side of the engines were suspended independent of each other and the weight did not appear to be equalized, for before the ship could be propelled further than a few feet, the forward end tilted downward and the airship stood at an angle of 45 degrees, suspended in the air.

The engines and the other members of the crew seemed to lose their heads, and instead of running along the canvas pathway in order to equalize the weight and to right the airship, they clung desperately to the netting and frail supporting structure. The rush of the gas to the stern and of the long airship and the tremendous weight of the engines and crew caused the ropes to give way and the airship to burst with a loud, ripping noise. The release of the great quantity of gas allowed the airship to settle slowly toward the earth, and for a few moments it looked as if it would come down slowly enough to avoid any injury to the 16 men.

Lose Heads and Jump.

Some of them, however, lost their heads before the big machine could reach the ground and jump. These escaped with broken limbs or severe bruises. Nearing the earth, however, the gas escaped with a rush and allowed the engines and the big bag to come down to the ground. Morrell, the inventor, and several of the engineers were thus caught and injured by the engines.

There was a panic in the big crowd that watched the ascension when the airship began to tilt. As it burst and fell toward the earth, women screamed and ran in fright in every direction. Several of them fainting and a few moments later material to get out the men buried underneath. In the excitement of cutting the gasbag, Robert Dibble was seriously slashed about the hands and arms.

The injured men were quickly rescued and taken to the Roosevelt and Oakland hospitals, where they are all doing well tonight with the exception of Rodgers, who, it is believed, will succumb to his injuries. Morrell has for a long time been building and exploiting his airship. He had extensively advertised that today's trial of the big airship, which was more than 40 feet long and 36 feet in diameter, was only a model of the one he intended to build, declaring that he would construct an air-craft 1200 feet long and capable of carrying 500 passengers. The big airship was not unlike, in form of construction, those of the experiments with in different parts of the country. It was a long torpedo-shaped affair, with blunt ends, round on top and sagging somewhat in the middle on the lower or under part. Five engines had been suspended by means of heavy net work, and a canvas running-board connected them. The engines were of the automatic gas-line type, and each was attended by an engineer.

It is said that Morrell was warned by several experienced aerial navigators that the kind of bag he had provided would not stand the strain of the great weight placed upon it and that it would certainly explode if he attempted an ascension. Morrell was confident, however, that it was safe enough and so were all who made the ascension today, including several photographers. The airship was not in the air long enough to determine whether it could be propelled and directed by the engines and the ten propellers, two driven by each engine. It was built at a cost said to be \$40,000.

One of the thrilling sights of the accident was the daring efforts of John Byrne, the pilot, to right the airship when it began to tilt downward. He clung to the rigging on top of the great gasbag and tried to reach the stern or upper

end. Just as he got on top of the airship, however, the bag burst and began to fall. The break in the bag occurred only a few feet from where Byrne clung to the rigging and it looked as if he would be overcome by the escaping gas. He climbed upward, however, and when the big ship reached the ground he was clinging to the network and endeavoring at the same time to avoid the escaping gas. Byrne describes the accident and his escape as follows:

"I was riding on the back of the balloon and felt that we were making a great ascent, when suddenly I heard a 'puff,' as if some one had blown a blast from a bellows. I felt the balloon quiver, stand still and then the gas under me began to rush toward the stern end. I knew if I stayed where I was I would be swallowed up in the tangle of bag and wrecked machinery, so I climbed upward for life, where the gas was rushing out but where there was still a foothold for me, so that I could keep my head in the air and keep from smothering. When we landed I was on the tip end of the balloon and the bag made a cushion that broke my fall.

SOLD STOCK IN PORTLAND

Airship Company Long on Promises, Short on Performance.

When William Ota, agent for the National Airship Company, was selling stock in Portland, the company promised that the first airship would sail from San Francisco to Portland April 1. A great deal of advertising was done and thousands of dollars worth of stock was sold. A landing dock and factory were promised for Portland, but when Mr. Ota was asked where they were to be located, he was evasive.

The National Airship Company continuing to sell stock until almost the end of the month, the company was reported in the newspapers as being unfeasible. Some one reported the matter to the Postoffice authorities in Washington, and Postoffice inspectors of Portland and San Francisco began to investigate the concern. The publicity given in Portland stopped the sale of stock and Mr. Ota closed his office. Since then nothing had been heard of the airships, only that it did not reach Portland April 1, until the news of the disaster of yesterday.

PASTOR'S WORDS RED HOT

DRAMATIC SCENE IN PROHIBITION CONVENTION.

Rev. Mr. Kellogg Uses Fiery Language in Denunciation of Plank for Direct Legislation.

SEATTLE, May 23.—(Special.)—Rev. W. M. Kellogg created strife in the State Prohibition Convention this morning when he scathingly denounced the advocates of the initiative and referendum. The discussion arose over the question of favoring the doctrine in the platform. Its advocates were scored as traitors by Mr. Kellogg. It was invented, he declared, by a "degenerate Jew," and every man who wants to destroy the Republic favors it with his whole soul. "Every degenerate socialist," he shouted, "cries out for the question, 'every murdering anarchist and every enemy of the flag cries aloud for the nefarious theory. Danger threatens the Republic and the Democratic symptoms are to be found in the increasing demand for what is called a pure democracy—a democracy that will supplant representative government and produce political chaos.'"

Chairman R. E. Dunlap interrupted the speaker to tell him that he had said enough. R. J. Hanson arose to defend Kellogg's ideas and had begun a wordy fusillade when the chairman informed him that he, too, had said enough. The speaker's protest and referendum plank was adopted.

REED AND U'REN DEBATE

Proportional Representation Is Discussed at the Y. M. C. A.

The proposed proportional representation amendment to the constitution was the subject of a debate last night in the Y. M. C. A. between Sanderson Reed and W. S. U'ren, of Oregon City. In speaking against the measure, Mr. Reed expressed the belief that if it should pass at the coming election, the Socialist, anarchist and Communist parties would be represented in the Legislature. Under the present system, the speaker said, the anarchist has the vote of the people, suppression of violence, that he has now and then been responsible for bomb throwing, but he has never been able to undermine the Government by getting into its lawmaking bodies.

The speaker pointed out that even so few radical members in the Legislature, as would be possible under the new system, would be able to do immense damage. Mr. Reed further declared that the system of proportional representation had been tried, at different times, in the world's history, and had been discarded; that the framers of the Constitution of the United States had considered it, but had decided that it was impractical. In expressing his opposition to the views of his opponent, Mr. U'ren declared that if Mr. Reed could produce authority to show that the system of proportional representation had ever been tried prior to 1850, Mr. U'ren would present the Y. M. C. A. with \$50. He said that the system is now successfully in operation in Japan, Switzerland, Denmark and Tasmania. The speaker did not think that Mr. Reed's fears with regard to the danger of getting anarchists and Socialists in the Legislature were realized. He believed that such people could do less harm in that body than outside it. He was confident the system would result in securing the ablest men for the Legislature.

Accident to Col. Frank J. Parker.

Colonel Frank J. Parker suffered a painful but not severe accident at the street fair and carnival being given by the Catholic Young Men's Club at Williams avenue and Morris streets, last night. He had purchased a bottle of soda water, which exploded and a piece of the flying glass struck him between the eyes, cutting a deep gash, which bled profusely. He was taken to St. Matthew's drugstore, where a short distance from the scene, where his wound was dressed, after which he was removed to his home at 553 Taylor street.

A Satisfactory Dividend.

Mr. Frank Nau says: "The dividend on my Oregon Life policy is certainly satisfactory, and the result shows that it can be done at home as well, if not better, than elsewhere, and the money kept in Oregon."

Proprietor Hotel Portland Pharmacy.

FLEET AT SEATTLE

City on Elliott Bay Capitulates to Admiral Sperry.

URNS OVER A GOLDEN KEY

Guns and Whistles Salute as the Flagship Arrives in Sight—Japanese Discharge Fireworks at Night.

SEATTLE, May 23.—The City of Seattle capitulated today to the fleet of battleships under command of Rear-Admiral Charles S. Sperry. The gates of the city were thrown open wide, and Admiral Sperry was given the key made of Alaskan gold. As the fleet came into sight around Point No Point, it was caught sight of by many thousand people assembled on the heights, terraces and high buildings overlooking Elliott Bay, and the shore of the bay was black with a patriotically impelled people.

The city's normal population was augmented by immense numbers who came from Montana, Idaho and Oregon and from across the Canadian border to witness the unusual naval spectacle.

Great Fleet Reassembles.

At 9 o'clock this morning the different divisions of the fleet, which was divided two days ago, reunited at Port Townsend. The Missouri came up from the navy-yard at Bremerton, and from Bellingham came the flagship Connecticut, Kansas, Minnesota, Vermont, Georgia, New Jersey and Rhode Island. From Port Angeles came the Louisiana, Virginia and Ohio. Out of the harbor of Port Townsend sailed the Oregon, the Kearsarge. Forming in single line, the reassembled fleet began the advance on Seattle in precision.

Mayor Greets Admiral Sperry.

Nearing the city the steamer Umatic, carrying the reception committee, came abreast of the fleet, turned and escorted her to the anchorage ground, while the hundreds of boats in the welcoming flotilla formed into double line. The fleet at that time was "welcomed" to our city. Anchors were dropped amid the firing of salutes, blowing of sirens and cheers from thousands of throats. The reception committee, headed by Mayor John F. Miller, boarded the Connecticut and officially assured Rear-Admiral Sperry that he, his officers and men were "welcome to our city." In the name of the city, Mayor Miller presented Rear-Admiral Sperry with a golden key fashioned from Alaskan gold. The battleships began to receive visitors and the harbor was soon thronged with excursion launches. Tonight every ship is outfitted from masthead to waterline in electric lights and the Japanese residents are discharging novel fireworks. The only official ceremony tonight was a reception to the officers and crew of the new Washington Hotel, which was brilliantly decorated for the occasion. The fleet will remain in the harbor until the morning of May 27.

Maine Goes Into Drydock.

SAN FRANCISCO, May 23.—The battleship Maine, came down from the Mare Island Navy Yard today and is to be docked at Hunters Point for an overhauling.

FILIBUSTER TO THE END

WILLIAMS STILL DEMANDS ACTION BY CONGRESS.

Democrats Ready to Join Independent Republicans in Passing Bills Roosevelt Favors.

WASHINGTON, May 23.—John Sharp Williams, minority leader of the House, announced tonight after a recess had been taken until Monday, that the Democrats proposed to continue their filibuster until such legislation as President Roosevelt had recommended should receive consideration, or final adjournment had been ordered by a vote of the majority.

In his view, adjournment of Congress will not be reached before the latter part of next week.

"The Democracy is standing solid with less division than I ever knew in its ranks, still tendering the full Democratic vote of the House to any 33 independent Republicans to pass on or consider any rate a bill for pre-election publication of campaign contributions; a bill to secure the liberty of the citizen by a modification of the powers exercised by inferior Federal courts in connection with injunctions; a bill to safeguard the rights and dignity of the states; a bill to amend the act of 1890, which gave the printer paper on the free list, and a bill for a model insurance law in the District of Columbia.

"The Democracy will continue to present itself for that sort of an alliance. It will vote against a motion to fix a date to adjourn and it announces now, as it has announced already, and as it will announce on the last day of the session, that it is ready and anxious to continue at the post of duty for an extended session to be called by the President, if he be in earnest and really is desirous to have passed the remedial legislation indicated in the foregoing."

STEALS COMMUNION WINE

Thirsty Burglars Loot Trinity Parish Church.

SEATTLE, Wash., May 23.—(Special.)—Trinity Parish Church, Eighth avenue and James street, was entered by burglars Friday night and two decanters full of wine intended for communion services were stolen.

The thieves also broke into the church tabernacle, but there they secured nothing. Every nook in the structure that might possibly have been a hiding place for valuables was searched.

Rev. H. H. Gowen, rector of the parish, believes the theft was committed by some miscreants who at the night of May 21 broke into the basement of the church. At that time no report was made to the police, as nothing of value was taken. The burglars gained an entrance Friday

LOWELL ANSWERS GOVERNOR

Pendleton Man Refutes Arguments Put Forth by Chamberlain.

EUGENE, Or., May 23.—(Special.)—In a most masterly address at the courthouse this evening, before a large audience, Judge Lowell, of Pendleton, answered effectively every argument made by Governor Chamberlain, why he should go to the Senate.

He showed up in a clear, logical and effective manner the true conditions in the Senatorial fight and made a plea to the voters to stand for Oregon and the interests of the great Northwest by voting for a Republican Senator who could be in better position to act with the administration and majority side of committees in securing appropriations.

He was applauded to the echo and made many friends. He also brought encouraging news from the southern and eastern parts of the state that the University appropriation would carry by a handsome majority.

ASTORIA TO SEA BY TROLLEY

Organization of Electric Railway Company Under Consideration.

ASTORIA, Or., May 23.—(Special.)—Preliminary steps toward the organization of the Astoria, Seaside & Tillamook Railroad Company, with a capital stock of \$2,000,000, were taken here at a meeting of local business men and property-owners last evening. The company is being organized by F. L. Evans, of Southern Oregon, and it is expected to be incorporated in a few days. The object of the new company is to build an electric car line from this city to Seaside and thence to Tillamook.

DECLARES HE STANDS FIRMLY ON SPOKANE PLATFORM.

Favors Local Option—Once Vetoes Such a Bill Because Many of Its Provisions Were Faulty.

SEATTLE, Wash., May 23.—(Special.)—Gov. McBride, now a candidate for the gubernatorial nomination at the hands of the people through the direct primary, when requested to express his opinion of the Republican platform recently adopted by the state convention at Spokane, said:

"I approve the platform and will stand squarely upon it. Common honesty and fairness to myself, as well as to his friends and the people at large, would require any candidate for a state office not in accord with his party platform, to withdraw from the contest. But as I have been especially requested to define my position in reference to local option, what I have to say at this time will be confined to that question.

"I have been charged with having once vetoed a local option bill. The charge is true. The Legislature of 1906 passed a local option bill, which I felt constrained to disapprove.

McBride explains his veto of a former local option measure on the ground that it was faulty in respect to the provision requiring the number of signatures to be secured, and the manner in which the County Commissioners were to determine whether or not the petition signers were legal voters. Elections under such provisions, says McBride, would have been expensive, and would involve many contests. Furthermore, the bill, McBride believed, was inoperative and of course useless.

"My reasons for vetoing the bill," says McBride, "seemed good to me at the time, and seem equally good to me now. Should the next Legislature pass the same bill as that passed by the 1906 session, I would veto it, were I Governor, for exactly the same reasons that I vetoed it before. I am not, however, opposed to the principle of local option. I am in favor of a square deal on that question, the same as upon any other question that may arise. The plank of the Republican party, relating to local option, is as follows:

"We believe that the issue of local option is purely a local one and this convention records its approval of the local option bill to be enacted by the next Legislature."

"Should the Legislature enact a local option bill in accord with the spirit of the platform utterance of the Republican party, I would approve it."

CAN'T FIND WORK; ENDS LIFE

Seattle Man Calls Wife Over Phone, Then Blows Out Brains.

SEATTLE, Wash., May 23.—(Special.)—This morning Marshall Adams, 45 years old, called up his wife and asked her what he should do for dinner. A few minutes later he placed a revolver to his right temple and blew out his brains. Brooding over a mortgage on his little home which was about to be foreclosed, he is responsible for his suicide. Adams' 15-year-old daughter was alone with him in his house at the time of the tragedy, but knew nothing of it, as the man had stepped into a new addition to the house to kill himself. A neighbor heard the shot and found his body. Adams had been out of work all winter and his wife had obtained employment at a dye-works, where she was when he shot himself.

BUSINESS COLLEGES TO FIX RATES.

SPOKANE, May 23.—Representatives of the business colleges of the State of Washington and of the Commonwealth of the Northwest are to meet next Monday at Seattle for the purpose of forming an association that will fix a definite rate of tuition.

NEGRO UNDER SUSPICION

Tries to Sell Diamond Believed to Have Been Holmes'.

CHICAGO, May 23.—The police today arrested Henry Long, a colored man, on suspicion of being connected with the murder of R. C. P. Holmes, the purchasing agent of the Commonwealth Edison Company. Long endeavored to sell a diamond to Edward Kenyon, a grocer, but beyond this fact there is no particular evidence against him. The police believe the diamond may have been stolen from Holmes, who carried one of the same size.

CLODBURST IN TEXAS

Railroad Tracks Washed Away and Four Persons Drowned.

FORT WORTH, Tex., May 23.—Dispatches received here today from Wichita Falls, 100 miles north of here, on the Denver Railroad, report a cloudburst in that section last night. The cloudburst washed away tracks and damaged farm property. The freight train is reported in a creek 10 miles from Wichita Falls, and four persons are reported drowned.

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PETER DAILEY DEAD

Comedian Expires at Chicago, After Brief Illness.

CHICAGO, May 23.—Peter F. Dailey, one of the best-known comedians in the United States, died today at the Auditorium Hotel. He had been sick about a week with a combination of grip, lumbago and pneumonia.

IN HARNESS TO THE END

Popular Actor Playing in Burlesque of "The Merry Widow" When Stricken by Pneumonia.

Peter F. Dailey was born in New York in 1858 and made his first appearance on the stage in that city in 1876. He was first seen on the boards in "The Merry Widow," which opened at the Colonial theater last Monday. Dr. Francis W. McNamara and Charles Pardeck, old friends of Dailey, were at the bedside of the famous actor at the time of his death.

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No secret about Ayer's Hair Vigor. Show this formula to your doctor.

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