

ENGINE COLLIDES WITH STREETCAR

Motorman Hurt in Wreck at Fourth and Sherman Streets.

EACH CREW BLAMES OTHER

No Passengers on Car, Which Is Thrown Off Track and Smashed.

Motorman and Conductor Narrowly Escape Death.

Motorman Richard Bowman and Conductor A. J. Schultz, in charge of No. 169, on the Fifth-street line of the Portland Railway, Light & Power Company, experienced a narrow escape from death in a remarkable manner at 3:20 o'clock yesterday afternoon when Southern Pacific work engine, No. 2193, city-bound, crashed into the trolley car at Fourth and Sherman streets. The car was demolished, but the crew suffered no serious injuries. The engine was not damaged. Engineer H. C. Waddell and Fireman F. C. Westcott blame the motorman and conductor, while the latter declare themselves not at fault.

There were no passengers on the car. The officials of the streetcar company and of the railroad are congratulating themselves that nothing more serious occurred. Investigations are in progress by officers of both corporations to place the blame where it belongs. Chief Claims Agent Boynton, of the Portland Railway, Light & Power Company, gave out full details of the wreck and said so far as learned, the motorman and conductor stopped the car, according to the rules of the company, and saw no engine approaching. No official statement whatever could be obtained from the Southern Pacific officials last night.

Streetcar Company's Version.

Motorman Bowman, who lives at 455 East Taylor street, and has been employed by the company 18 years, started his car on the downtown run from the South Portland terminal at the Fifth-street line at 3:15 P. M. and as no passengers boarded it, he ran through on quick time to the crossing of the Southern Pacific West Side line, which runs along Fourth street crossing the streetcar tracks at Sherman. At that point, the motorman and conductor assert, the trolley car was brought to a standstill, as the rules of the company require, and the conductor flagged the car over the railroad crossing.

As motorman Bowman turned on the power and started to cross the track, he was startled by the discovery that an engine, running backward, was rapidly approaching. The forward trucks of the car were then upon the track, and it was certain the only possible means of escaping collision was to make an attempt to get across, as time did not permit of reversing the power. In an endeavor to back off, it was too late, however, to clear the car, and the engine, making what Motorman Bowman calls "a good clip," struck the car square in the center, hurling it over and tossing Motorman Bowman and Conductor Schultz into the air. Schultz is said to have turned three complete somersaults. Bowman was thrown underneath the front platform of the car, in such a manner as to sustain a cut on the right arm, which required six stitches, and a small cut on the forehead, neither being serious. Beyond being severely shaken up and suffering a great nervous shock, Conductor Schultz escaped injury.

The engine, which had been doing switchback along the West Side line farther out, was brought to a very quick stop, and after knocking the car over, pushed it a few feet only. After taking a brief inventory of the wreck, the Southern Pacific crew pulled out, southbound, and did not return for two hours. Engineer Waddell and Fireman F. C. Westcott deny the charge that they were making excessive speed and blame the car crew for the accident.

Stories of Eye-Witnesses.

The accident was witnessed by E. F. Muehr, living at 272 Baker street, and in part by Miss Gussie Wilhelm, who resides at 694 1/2 Fourth street, directly opposite the scene of the collision. Mr. Muehr declares the engine was going rapidly, probably 15 miles an hour. The accident happened so quickly, he stated, that it is difficult to state where the blame properly lies. Miss Wilhelm was attracted by the shouts of Motorman

Bowman and Conductor Schultz when they saw the engine was upon them. She is unable to say who was at fault. Although there are numerous residences and some stores on the corner, none of the residents witnessed the wreck.

Officials of the street railway company immediately dispatched a wrecking crew to the scene, and in a short time the damaged car and debris were removed and the regular schedule of the car service resumed.

Both Motorman Bowman and Conductor Schultz have been long in the service of the company, especially Motorman Bowman, who has worked on the various lines of the company 18 years. He is widely known in Portland and is regarded as one of the most careful men in the service.

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MANY FRUITMEN COMING

December Meeting in Portland Will Attract Fine Exhibit, Too.

The Oregon State Horticultural Society will meet in annual session in Portland, December 1. It will likewise introduce the 16th annual convention of the Northwest Fruitgrowers' Association, which organization will deliberate during the three following days.

This "horticultural week" in Portland will be the biggest midwinter fruitgrowers' packers and shippers' meeting ever held on the Coast. Representative horticulturists from all parts of the Pacific Northwest will be in attendance, while the aged teachers, experimenters and authors from various sections of the continent will favor the convention with addresses, lectures and demonstrations.

An especially attractive feature of the occasion will be the very large display of deciduous fruits, including pears, apples, prunes and nuts in both commercial pack and plate display. The Oregon State Horticultural Society will offer an exceptionally fine selection of cups for best displays, commercial pack. This in itself will bring out a lively contest and many splendid exhibits. Besides, there will be several most excellent non-competitive displays from the leading orchard districts.

There are a dozen first-class fruitgrowing sections in the Pacific Northwest, each one of which is just as good, or better, than the others. At this meeting these sections promise to outdo all former displays of winter fruits, thus assuring a rare treat to visitors from the East and across the sea, for this is really an international event at which consumer, buyer and producer will meet for conference, discussion and good-fellowship.

PROBE CAUSE OF WRECK

Commission Decides to Investigate Smash-up of Flatcars.

Inquiry will be made by the Railroad Commission into the wreck on the Oregon Electric Railway in South Portland last week, when four freight cars were derailed on the Carruthers-street grade and smashed to kindling wood. All three members of the commission will be present tomorrow afternoon at a hearing to be held in the local offices of the commission in the Couch building, and the smashup will be probed carefully.

Conflicting reports have come to the ears of the commissioners in regard to the wreck, and it is to clear up the mystery surrounding the affair that the hearing has been ordered. The wreck has been attributed by the company to the negligence of the conductor in charge of the train, while outsiders have charged that the wreck was due to rattletap equipment of the company.

"I have no theory in regard to the cause of the wreck," declared Commissioner Clyde B. Atchison yesterday. "We have heard conflicting rumors and this investigation is to ascertain just where the fault was."

MAY FLOAT SHIP ANUBIS

Tugs Begin Work of Removing Car from Steamer.

SAN PEDRO, July 25.—The steamer San Diego arrived at San Pedro today bringing several hundred sacks of flour from the steamer Anubis, wrecked on the reefs of San Miguel Island. The captain of the San Diego reports that there is 15 feet of water in the hold of the Anubis, but Captain Albert von Salseman expects to lighten his ship and get the vessel off the rocks.

Channels are now being cut through the seaweed to allow tugs to reach the vessel and remove the cargo.

Schooner Is Cut in Two.

NEW BEDFORD, Mass., July 25.—In a collision in a fog in Long Island Sound today the New York Line steamer Maine sank the Rockland schooner Charles Woolsey, but saved the Woolsey's crew of five men. The schooner, which was bound from Providence to New York, was practically cut in two.

REMOVED To Sixth and Alder

Nicolo the Sailor

141 SIXTH STREET

BIG FIRE FATAL TO AGED MUSICIAN

John G. Henrieci Dies From Excitement Brought On by Abington Blaze.

FEARED FOR RARE VIOLIN

Shock at Possible Loss of \$10,000 Stradivarius Believed to Have Caused Heart Trouble, Resulting in Death.

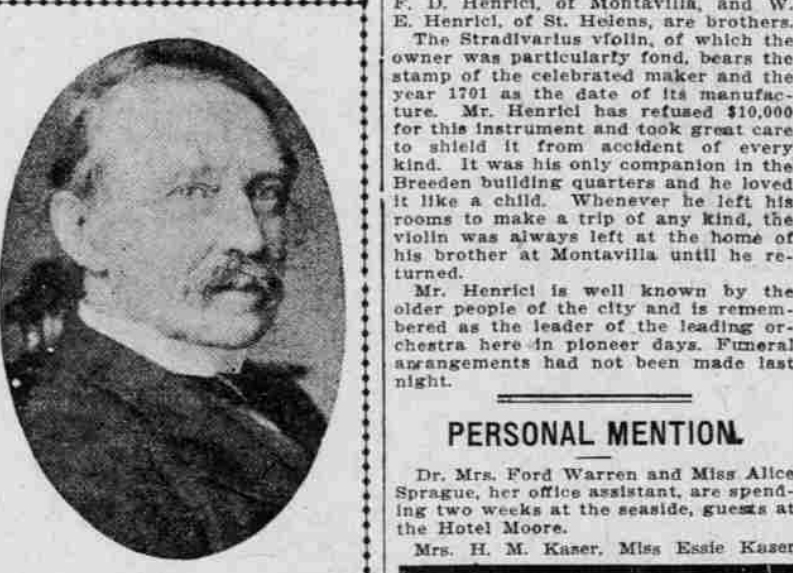
Mr. Henrieci feared the destruction of a favorite instrument of his, a genuine Stradivarius violin, which he loved as he did no other thing on earth. He was very much excited over the fire in the adjoining building and feared that a number of valuable instruments, in his care while they were being repaired, would be burned. He could not recover from the effects of the unusual excitement and died yesterday morning, after being taken to St. Vincent's Hospital. Heart trouble was the immediate cause of death.

F. D. Henrieci of Montavilla, believes the Abington building fire is directly responsible for his brother's death. The aged musician lived all alone in his rooms and they show the frantic efforts of the occupant to get his beloved instruments and other belongings out when the fire was discovered. His rooms are up two flights of stairs, with no elevator service, and the agitation of the old man at the probable loss of his effects and violins in his charge resulted fatally. A complication of disorders laid him on his bed the following day and the next he had to be taken to the hospital. The fire was taken under control before it entered the Breeden building.

Mr. Henrieci was born in Hamburg, Germany, in 1838. He came to America when a young man and came across the plains to Oregon in 1851, settling at Sauvie Island. In 1862 he moved to Portland, living at Ninth and Harrison streets. He married Miss Victoria Harrison in this city and has one daughter who survives him, Mrs. Henrieci having died a number of years ago. The daughter, Mrs. May Van Tassie, lives in Seattle. Mr. Henrieci was married again, but was divorced. F. D. Henrieci, of Montavilla, and W. E. Henrieci, of St. Helens, are brothers.

The Stradivarius violin, of which the owner was particularly fond, bears the stamp of the celebrated maker and the year 1701 as the date of its manufacture. Mr. Henrieci has refused \$10,000 for this instrument and took great care to shield it from accident of every kind. It was his only companion in the Breeden building quarters and he loved it like a child. Whenever he left his rooms to make a trip of any kind, the violin was always left at the home of his brother at Montavilla until he returned.

Mr. Henrieci is well known by the older people of the city and is remembered as the leader of the leading orchestra here in pioneer days. Funeral arrangements had not been made last night.



The Late John G. Henrieci, Pioneer Musician, Who Died From Excitement Following Abington Building Fire.

Portland and an eccentric violin maker and repairer. For the past 17 years, Mr. Henrieci has occupied rooms in the Breeden building, Third and Washington streets, which adjoins the Abington building.

With the latter structure in flames,

GREAT HALF-PRICE SALE

BOYS' and YOUTHS' CLOTHING

Every Boy's two-piece SPRING SUIT in the house—Knickerbocker or plain pants—Ages 8 to 16 years at exactly



HALF PRICE

Boys' \$2.95 SPRING SUITS \$1.47
Boys' \$3.45 SPRING SUITS \$1.72
Boys' \$3.95 SPRING SUITS \$1.97
Boys' \$5.00 SPRING SUITS \$2.50
Boys' \$6.00 SPRING SUITS \$3.00

YOUNG MEN'S OUTING SUITS

\$10.00 OUTING SUITS Now \$5.00
\$ 8.50 OUTING SUITS Now \$4.25

BOYS' WASHABLE SUITS AT HALF

\$.50 WASH SUITS Now - \$.25
\$.75 WASH SUITS Now - \$.38
\$1.00 WASH SUITS Now - \$.50
\$1.50 WASH SUITS Now - \$.75

WHEN YOU SEE IT IN OUR AD IT'S SO

MOYER

Third and Oak
1st and Yamhill

and W. R. Kaser are enjoying a trip through Yellowstone Park and when returning, will stop at Spokane.

A. B. C. Denniston, a Seattle capitalist, who was formerly city passenger and ticket agent here for the Great Northern, is visiting friends here for a few days.

Nathan Smyser, a prominent attorney of the firm of Underwood & Smyser of Chicago, is in Portland visiting his sister, Mrs. Russell Hawkins, of Lucretia street.

Horace Stevens, collaborator with S. A. D. Pater in the expose of the Oregon land frauds, entitled "Looters of the Public Domain," will leave Portland this week for Baker City and other parts of Eastern Oregon in the interests of his book. Pater is now in California on the same mission.

Ensign Raleigh Hughes, of the Navy, spent a few days last week at his home, 681 Hoyt street, visiting his mother and brother and old-time friends. He left last night to rejoin his ship, the battleship Tennessee, which is now at Puget Sound Navy-Yard for repairs.

S. A. Cohen will leave tonight on a short business trip to the Sound. He will stop at Seattle and Tacoma for a few days to look after personal business.

Mrs. J. A. Freeman and son, Truman Freeman, of Portland, were the guests of Misses Fannie and Kate Porter Wednesday afternoon at their home on Jackson street, Oregon City.

CHICAGO, July 25.—(Special.)—The following Northwestern people are at Chicago hotels: Auditorium Annex—W. A. Felton, J. W. Dolph, Portland. Great Northern—J. S. McDonald, Portland.

Indicted on Many Counts.
HELENA, Mont., July 25.—The Federal grand jury reported today 27 indictments. The most important is that of L. S. Catlin, formerly employed in the United States Land Office at Missoula, against whom there are 44 counts, charging embezzlements ranging from a few dollars to \$155.

POPULAR ROUTE EAST.
A trip via the Canadian Pacific gives you the opportunity of viewing the grandest mountain scenery in the world. Two days of travel through the Canadian Rockies. The entire mountain trip can be made by daylight. For full particulars apply at local office, 142 Third street.

A large painting, representing the seven bishops who were committed to the Tower of London, in 1088, has been presented to the Archbishop of Canterbury for Lambeth palace.

SCENE OF COLLISION AT FOURTH AND SHERMAN STREETS



STREETCAR AS IT WAS LEFT AFTER IMPACT WITH LOCOMOTIVE.

Great July Clearance Sale

Every article in our stock has been re-marked at stirringly low prices. No matter what you need in line of Men's Wearing Apparel, you will find it here during our July Clearance Sale at a most surprisingly low price. Every article is placarded in plain figures, you can see the exact former price as well as the selling price.

Men's Suits		Men's Trousers	
Men's \$10.00 Suits are now	\$5.95	Men's Trousers, \$7.50 at	\$5.75
Men's \$15.00 Suits are now	\$9.95	Men's Trousers, \$6.00 at	\$4.50
Men's \$20.00 Suits are now	\$13.95	Men's Trousers, \$5.00 at	\$3.50
Men's \$22.50 Suits are now	\$16.85	Men's Trousers, \$4.00 at	\$2.85
Men's \$25.00 Suits are now	\$18.85	Men's Trousers, \$3.00 at	\$2.25
Men's \$30.00 Suits are now	\$22.85		
Men's Straw Hats		Suit Cases	
Just One-Half Off		\$15.00 Suitcases now	\$10.00
\$5.00 values	\$2.50	\$12.00 Suitcases now	\$8.00
\$4.00 values	\$2.00	\$10.00 Suitcases now	\$6.85
\$3.00 values	\$1.50	\$7.50 Suitcases now	\$5.00
\$2.00 values	\$1.00	\$5.00 Suitcases now	\$3.35
\$1.00 values	50¢	\$4.50 Suitcases now	\$3.00
		\$3.00 Suitcases now	\$2.00
Men's Underwear			
40c values at	25¢		
65c values at	45¢		
\$1.00 values at	80¢		

The Store That Rights the Wrong, Which Means Your Money Back if You Want It

Chicago Clothing Co.

SOL GARDE, Proprietor
69 and 71 Third Street, Between Oak and Pine