

PLANNED ESCAPE SEVERAL YEARS

While in Prison Tracy Wrote His Wife to Send Him a Revolver and Tools Inside of a Ham.

Evidence has come to light showing that Harry Tracy began his plans to escape from the penitentiary at Salem immediately after his incarceration. The criminal cunning of the man was never fully appreciated by the prison officials. This is easily explained by the fact that although he was known to be a desperate man, his record for breaking out of prison in Montana and Colorado was at that time unknown.

Tracy's wife lived in Portland when he and Merrill were sentenced to the penitentiary for burglary in this city, and it was through her that the convict tried to secure guns and tools with which to escape. Mrs. Tracy is the sister of Dave Merrill. She is thought to have given the convict some assistance, but the first appeal from Tracy to send him a revolver, a saw and a brace, on the inside of a ham, was unheeded by the woman, as she evidently saw the folly of such an attempt. Tracy took a novel way to write the request for the revolver and tools to his wife.

USED INVISIBLE INK.
All letters leaving the penitentiary are scanned by the prison officials and therefore the prisoner could only write such a letter as would not be destroyed before it could get beyond the penitentiary walls. He wrote an innocent-looking family letter to his wife, who is Merrill's sister, on April 2, 1899. On the back of this letter he used invisible ink, which when placed over a lamp, would show out distinctly. There was of course no reference in the family letter to the one on the back, but word was sent by other sources for his

wife to hold the letter over a lamp to bring out its instructions to her.

These letters have been obtained by The Journal and are published verbatim. The family letter is as follows:

STATE PENITENTIARY.

SALEM, Or., April 2, 1899.

My Dear Wife—I read your always welcome letter 2 days ago; was more than glad to hear from you. I am getting along pretty well and hope this will find you the same. I am working in the foundry. Well, dear, I will not be able to write much of a letter as news is very scarce here and I am only allowed one sheet of paper. Visiting day here is every day. Say, Mollie, I will talk to Ben if you wish me to but don't believe anything he tells you. He is the worst enemy you have. It was him instead of Dave that turned me and him and your mother only are trying to work you for money and information. When your money is gone their friendship will go to. Now, dear, don't think I am superstitious—I have good reasons for speaking as I do—if you take any stock in him you will see your mistake. If Dave did do me wrong Ben did also and he would gladly do more. As for him taking care of you what did he do when you were sick last winter? Of course I appreciate his kindness now but I know how long it will last. Don't let them get any worse. We must pray for the best and I am sure our prayer will be answered some day. Well, my dear, don't get discouraged. I will try to get along as well as I can. I have had no trouble yet. Send my love to mother and every one and you can copy some of their letters and

send to me as you can rite as long letters as you wish. Well, goodbye dear.

From Harry Tracy.

The appeal on the back of the above letter is as follows:

APPEALS FOR REVOLVER.
"Mollie, darling, send me a ham + and some sugar and coffee, cut the + inside of the ham and put a file + and a saw and a brace in it. The + saws are about the size of a corset + steel. The brace won't cost much + and will be handy to hold. Send + them as soon as you can. + Get a Colt's with 25 cartridges + single action and get 25 cartridges + for it. The brace is for saws. You + can put everything in the ham. + Send it to Robert E. Willson. He + has only a short time to serve. + Answer right away and tell me + if you get this and you know + where I told you to go if you hear + about me getting away. Well, + good-bye, darling little girl. I am + nearly sure to break this time. + Save your money so you don't get + broke. TRACY."

LETTER FROM MERRILL.
On the same date Merrill also wrote a letter to Mrs. Tracy, as follows:

Mrs. Mollie Tracy:
Dear Sister—Your letter was quite a surprise. In fact, I thought you had quit me for good when you throwed in with Ben. You say Ben paid the lawyer. If he did, in the name of common sense, what did he do it for? You know the lawyer throwed me, to tell the truth, he was employed for no other purpose than to put me away for life. Where did Ben get money to pay lawyer. Well, dear little sister, Ben may be a good boy but he ought just have paid some of the police force to defend me. They would have done as well as Banks. I will say nothing more about Ben or mother. The best I can do is to leave them to their consciences.
Good-bye. From your loving brother
DAVID MERRILL.

THE CHICAGO MESSENGERS

Have Won Their Strike and go Back to Work Today.

(Scripps-McRae News Association.)
CHICAGO, July 28.—The striking Western Union messenger boys of Chicago have won out. At a conference held yesterday the company agreed to meet their demands for increased pay and give them overtime for all time over eight hours daily. This morning the agreement reached yesterday was ratified, all the boys returned to work and business is now proceeding once more on a settled basis.

ANOTHER STRIKE.
CHICAGO, July 28.—The Postal Telegraph Company's messengers struck this afternoon. They demand the same scale granted the Western Union boys.

ONLY AS INVALID

Will King Edward Be Able to Attend His Own Coronation.

(Scripps-McRae News Association.)
COWES, July 28.—Bulletins issued by King Edward's physicians this morning say that he still continues to gain, though slowly. The condition of the wound is satisfactory, and granulation is proceeding rapidly. His Majesty is not yet able to walk or stand but has so far progressed as to be able to move himself about in an invalid chair which was specially constructed for him.
It is now generally believed that if the King should be able to attend the coronation set for August 9 it will be only as an invalid as it is now considered certain that with the most favorable progress that can be expected he will not be able to walk by that time. No little uneasiness is prevalent by reason of the slowness of his recovery and the prediction is freely made that he will never again be a really well man.

NO POSTPONEMENT.
(Scripps-McRae News Association.)
LONDON, July 28.—The St. James Gazette says rumor is busy predicting another postponement of the coronation. The paper adds: "We are authorized to say there is absolutely no foundation for these reports."

SCHWAB IS O. K.

Head of the Steel Trust Nor Seriously Ill.

(Scripps-McRae News Association.)
ATLANTIC CITY, N. J., July 28.—Charles Schwab passed a good night and ate a hearty breakfast. The report of his illness is greatly exaggerated.

WILD IS ROASTED

Because His Troops Were Insubordinate at Old Lincayan.

(Scripps-McRae News Association.)
WASHINGTON, July 28.—The War Department has received the record of the court-martial at Manila of Captain Frederick Wild on charges of conduct prejudicial to good order through his failure to prevent soldiers from firing a cook pit at Lincayan. Captain Wild was found guilty and sentenced to be reprimanded. General Chaffee, in reviewing the record, held that the court had been too lenient.

CHOLERA IN CHINA

Hundreds are Dying Daily in Charbin Manchuria.

(Scripps-McRae News Association.)
ST. PETERSBURG, July 28.—News received here from Charbin, Manchuria, says that a terrible epidemic of Asiatic cholera is raging throughout the whole province. Thousands of the inhabitants of Charbin and other cities have been seized by the scourge and hundreds are dying daily. The authorities are utterly powerless to handle the situation and piles of rotting corpses are scattered all over the country. Pestilence is daily expected to add its horrors to the plague of cholera.

LONG FAST

Olympia Woman Starves Forty Days.

SHE WAS TOO FLESHY

As Her Skin Threatened to Crack She Abstained from Food— Suffered Tortures.

OLYMPIA, Wash., July 28.—Mrs. Jennie Jenkins has just concluded a remarkable fast of 40 days. She is 35 years old and weighs 300 pounds. The fat had accumulated on her limbs until the skin was about to crack. She was advised by Dr. Strickland to refrain entirely from food. On May 31st she took her last meal. For 40 days and 40 nights not a crumb of food passed her lips. At the end of that time she had lost 50 pounds of flesh and was much improved in health.

Mrs. Jenkins says: "For the first four days my craving for food was terrible, but after that time all sense of hunger was gone and I only felt a sensation of sickness and nausea in the stomach. I had the most horrid taste in my mouth all the time and became very weak. "Heavens only knows how I suffered. I wouldn't go through it again for any money."

BIG STRIKE

Anthracite Miners Are Still Determined.

WILKESBARRE, Pa., July 28.—Discussing the statement that some of the coal operators would attempt to open their mines during this, the 11th week of the big strike, President Mitchell says the thing is impossible. "The striking miners," he said, "are as firm and as confident today as they have ever been. It would be impossible to get enough miners to work to operate any plant in the state. Unskilled laborers could not do the work and I don't think the operators could secure even enough of them. I cannot believe that it is possible to work any mine."

IS NABBED

Missing Chief of Police Is Arrested.

(Scripps-McRae News Association.)
MINNEAPOLIS, July 28.—Chief of Police Ames returned to the city this morning after a mysterious absence of three weeks. He was immediately arrested, charged with bribery, and arraigned. His case was set for next week. Ames has already been tried on one charge of bribery and acquitted.

SATISFIED

French Ministry Says Combes Is Right.

(Scripps-McRae News Association.)
PARIS, July 28.—A semi-official note regarding the effect of Premier Combes' decree ordering the rigid enforcement of the law of associations was issued by the Ministry of the Interior this morning. It says that in over 50 departments the congressional schools are satisfied with the principal requirements of the decree.

WU TO QUIT

Chinese Minister Ready to Say Goodbye.

(Scripps-McRae News Association.)
WASHINGTON, July 28.—Chinese Minister Wu Ting Fang is beginning to pack his household goods preparatory to turning over the legation to his successor, Sir Lang Cheng. He is receiving requests for souvenirs from his admirers all over the country.

WHEAT MARKET.

SAN FRANCISCO, July 28.—Wheat, 11 1/2c. CHICAGO, July 28.—Wheat, 11 1/2c.

BLOODSHED HAS BEGUN

Anthracite Strikers and Non-Union Men Meet in Desperate Conflict—Troops Will Be Called Out.

POTTSVILLE, July 28.—There was a serious outbreak among the strikers and non-union men at Shenandoah early this morning. Two men were shot, and four badly beaten by the strike sympathizers. The excitement is at a fever heat. The non-union men were fired upon from ambush, and one man is probably fatally shot. Additional guards have been sent into the disputed district.

JUDGE JACKSON WEAKENS.
PARKERSBURG, W. Va.—Judge Jackson, one of the strike leaders, who is serving 60 days for contempt of court, because of Rice's sickness and that of his wife.

AFTER JACKSON'S SCALP.
INDIANAPOLIS, July 28.—It was announced at the miners' headquarters today that the officials of the union are busy preparing a transcript, and evidence which is to be put before President Roosevelt in an attempt to impeach Judge Jackson. Habeas corpus proceedings for the release of the men sent to jail last week by Jackson will also be begun at once.

ROASTS SEATTLE

Alaskan Wants Portland to Offer Transportation Inducements.

J. P. Rudd of Nome City, Alaska, arrived in Portland this forenoon and is registered at the Perkins. Mr. Rudd is largely interested in the Northern country, its mining interests and all matters in any way touching the commercial importance of that section. He has been in Seattle on several occasions with a view to securing some concessions from the transportation companies operating out of that city, and also the business men, the wholesalers, particularly Mr. Rudd charges undue discrimination on the part of the Seattleites in regard to transportation rates, and vigorously denounces all their actions toward the commercial interests of Alaska.

The fluctuating passenger rate is very annoying, which, with the other discriminations, the ire of the people in the North is thoroughly aroused. Mr. Rudd repeatedly appealed to Seattle merchants and transportation companies, without permanent accomplishment.

CASE CONTINUED.

Rebecca Taylor's Suit Against Secretary of War Goes Over Another Week.

(Scripps-McRae News Association.)
WASHINGTON, July 28.—Rebecca Taylor's suit for a writ of mandamus against Secretary Root to compel him to restore her to her position in the War Department which was set for today was continued until next week.

FOUR STOWAWAYS

Came on the Civic from the Shores of England.

(Scripps-McRae News Association.)
NEW YORK, July 28.—Four stowaway boys arrived here today from Liverpool on the steamer Civic. Their ages range from 9 to 12. They hid themselves in a lifeboat, but were forced to show themselves on the fourth day out. They will be returned to Liverpool from whence they came.

BATHING CAPS	RUBBER SPONGES Best for the Bath	WOODARD, CLARKE & CO.	FRUIT Jar Rings	GARDEN HOSE 50 feet
25cts.	Best for the Bath 70cts.		Doz. 9c	\$2.45 up
Oregon Souvenir Cards \$1.00	SHAVING Brushes 10c to \$4.00	French Ice Cream Tonight and Sunday Caramel and Vanilla	Feather Dusters 17c up	PING PONG \$1.19 up
		FRENCH LEMON ICE		

SUB-STATION POSTOFFICE NOW OPEN IN OUR ANNEX.

Sixth and Alder Sts. Established 1867.

The John Barrett Co.

Fixture and Glassware Sale

Begin Wednesday, July 30—lasts 3 days.
SPECIAL FULL LINE NEW FIXTURES JUST RECEIVED.
2-Light Combinations, \$8.00 grade, our price.....\$5.75
3-Light Combinations, \$10.00 grade, our price.....7.00
2-Light Combinations, odd lots.....\$2.50 to 5.00
Full assortment of straight Gas and Electric Fixtures at just such phenomenal reductions as above.
GLASSWARE—Remnants of lots as low as 10c. Not a thing in the house but artistic beauties.

6th and Alder Sts. Portland, Ore.

BROOKLYN SMASH

NEW YORK, July 28.—In a collision on the Brooklyn elevated railroad structure this morning a number of passengers were injured, some seriously. The accident occurred on a curve. The two trains were running in opposite directions on

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.

different tracks, and the collision was due to the excessive lean of the cars. Four cars almost fell off the structure. Had they done so the fatalities would have been very heavy, and few if any passengers would have escaped death.