

"WHERE ROLLS THE OREGON"
THE WEATHER.
 Tonight, fair, warmer; Friday, increasing cloudiness, cooler; easterly winds.

5 O'clock Edition

VOL. II. NO. 152.

PORTLAND, OREGON, THURSDAY EVENING, SEPTEMBER 3, 1903.

PRICE FIVE CENTS.

SEATTLE AWAITS THE OUTCOME OF LABOR AGITATION

FIGHT TO A FINISH

Puget Sound City Still Rent Between Teamsters and Employers

SUPPORT NOW DIVIDED

Streetcar Men Will Probably Not Strike at This Time Owing to Tumult Among Themselves--Started by the Company.

(Journal Special Service.)
 Seattle, Sept. 3.—After a session that began at midnight and lasted until 4 o'clock this morning, the streetcar men of this city, decided that to declare a general strike at this time would be inadvisable. The decision is looked upon as a victory for the methods of the Seattle Electric Company, which means a death-blow to unionism so far as streetcar men are concerned. The meeting which was held last night and this morning was for the purpose of deciding whether or not to call a strike because the company had grossly violated the findings of the arbitration committee to which was referred the differences between the company and employes at the time of the strike a few months ago. It was attended by an accredited delegate from each of the organized labor unions in the city. These delegates refused to pledge the support of their unions, because it was found that the streetcar men were not a unit in wishing to call a strike.

Fine Hand of Corporation.
 This lack of harmony was due to the fine hand of the corporation's managers, who a few days ago aided and abetted the organization of a rival union among its employes, the members of which were pledged to oppose all strike measures. It was members from this new union that opposed the calling of a strike at the meeting, and thereby caused the representatives of other labor unions to withhold their support.

There is much disagreeable talk being indulged in by all men today as to the manner in which the Seattle Electric Company brought about this break in the ranks of the union, and the use of considerable sums of money is freely charged. It now appears that the big corporation will make good its threat to throttle the union and dismiss from its service all union men.

Teamsters' End of It.
 (Journal Special Service.)
 Seattle, Sept. 3.—This is, so far as we are concerned, a fight to a finish. If we lose, we will take our medicine with the best grace possible. If we win, it will mean the permanent disruption of the teamdrivers' union.

Such is the statement made by President Neufelder of the Seattle Transfer Company, the concern that handles about two-thirds of the teaming and draying business of the city. The teamsters, however, do not propose to lose the fight, and now have their strike so well organized that they have strong hopes of bringing the employers to terms within a few days. Up to noon today 48 firms had signed the agreement to refuse to employ any but union men in the delivery of freight or supplies of any kind. Of this number many are large firms whose business in the past has proved profitable to the large teaming concerns.

The crippling of building operations and other lines of industry on account of union men refusing to handle material delivered by any, but union teamsters has already caused a strong protest from many influential sources, and it is expected that within 48 hours the pressure that will be brought to bear on the employers from this source will be so great that it cannot be withstood.

Outwitting the Strikers.
 The Lloyd Transfer Company, which has six heavy teams, has outwitted the strikers and avoided the consequences of the strike in a new and novel manner. By issuing stock to each of its drivers it has induced the men to believe that they are employers instead of employes, and

AMERICA WINS ALL

Defender Reliance Runs Away from Challenger Taking the Series.

A VERY EASY VICTORY

It Was a Sore Disappointment to Sir Thomas Lipton, Though the Result Has Been Discounted For Several Days.

With all sails flying the Reliance came toward the finishing line in a fog. It was believed that the defender would not be able to finish in the time limit, 5:30. But when within half a mile of the end of the course she gathered wind, and with beautiful sailing crossed at 5:28:30, unofficial time, thus winning each of the three great races, and thereby defending proudly the cup from the desires of the British challenger.

Reliance Wins.

Bulletin: Reliance crossed the line at 5:28:30, unofficial.
 (Journal Special Service.)
 Highlands, Sept. 3.—With the wind at scarcely two knots at sunrise this morning, conditions looked discouraging for a race today. As the day advanced, however, a breeze stiffened off shore, and by noon a seven-mile wind was blowing. Toward 10 o'clock a few excursion boats came straggling into the bay and gathered about the lighthouse at the starting line. Little enthusiasm was shown, as few believed the event would come off, and if it did, nearly everybody seemed certain that the Reliance would win hands down. These features contributed to a dull time off the Highlands this morning.

Waited Until Last Minute.
 After waiting until almost the last minute granted by the regatta rules, the Reliance and Shamrock started in a race that promises to be another fluke. The racers went to the starting line at the usual hour, but the wind was only blowing two knots. As the day wore on the wind increased, but very slowly. Shortly before noon, however, it had taken the velocity of about seven knots an hour, and the yachts hurried away on a thrash of 15 miles to windward and return.

The Reliance crossed the line at 1:01, and the Shamrock 20 seconds later, unofficial time. The Reliance held the lead, outpointing the Shamrock.

Highlands, Sept. 3.—When day dawned this morning conditions looked anything but propitious for a race. Hardly a knot of wind was blowing and there was little hope for a freshening. As the morning advanced, however, there was evidences of stronger weather, and by noon nearly seven knots was the velocity registered.

During the morning a few straggling excursion boats came into the bay, but little interest seemed to prevail among the slim crowds that appeared upon the decks. The scarcity of spectators is accounted for by the belief that no race would be run today, and also by the fact that should one be pulled off it would be a case of the Reliance winning hands down.

Start for Line.
 Although there was not enough wind for a trial, the yachts started for the line at the scheduled time and luffed around the lighthouse according to the rules. By noon the breeze had so freshened that the members of the regatta committee announced that the race would occur if the good wind continued until the starting time, 1 o'clock.

Sir Thomas Lipton came down to the course early aboard the Erin and lay off the starting line not far from the Shamrock. He had a crowd of friends aboard, and apparently took more pleasure in their company than in the maneuvers of his challenger.



Here are three pictures of Captain Charley Barr, the man who sailed the Reliance to victory in the races for the cup. The sturdy, little Scotchman is a man of few words, but as a yachtsman he has few equals and no superiors.

WON'T HAUL GARBAGE

Drivers Agree to Suspend Work for Thirty Days From Next Sunday.

PROTEST AGAINST LAW

Trouble Caused by the Enforcement of the Ordinance Requiring Them to Use Tight Wagons—Plans Counter Attack.

The trouble between the city officials and the garbage-haulers has reached an exciting stage. Practically all the drivers of garbage wagons yesterday signed a paper binding themselves not to haul any garbage in the city of Portland between September 6 and October 6. The city officials are seriously considering the question of either going into the garbage-hauling business themselves or awarding an exclusive franchise to some company which will agree to such terms as the city desires.

One side or the other must make concessions before Monday morning. There was informal discussion of the matter by the heads of several municipal departments, but up to a late hour this afternoon a definite agreement had not been arrived at.

The agreement not to haul garbage for 30 days was tacked up at the city garbage crematory last evening, and was immediately brought to the attention of the officials.

Protest Against the Law.
 This is the direct outcome of the recent arrest of a number of the drivers who persisted in hauling their loads of refuse through the public streets without it being tightly covered up.

If the garbage and refuse from the restaurants and business places were allowed to collect for a month, the situation can easily be imagined. The health officials declare that it would bring on a pestilence.

The agreement of the garbage men has certainly put the city officials in a place where they must decide on something, and immediately. There remains only two working days until the terms of the threat are to be carried into execution.

The proposal to form one company to be given a franchise to haul all garbage in the city may be decided upon, unless some concessions come from the present individuals in the business.

The paper signed by the drivers of refuse wagons is as follows:
 "We, the undersigned garbage-drivers in the city of Portland, bind ourselves not to haul any garbage or refuse on our various routes between the dates of September 6 and October 6."
 Then follows a list of about 30 names comprising practically all the men engaged in that business here.

Enforcing the Law.
 The rebellion of the garbage-drivers is attributed to a man named Burkhardt, who was one of the number recently arrested charged with violating the ordinance regulating the business.

Special Officer Caswell has been delegated for some time past to see that the garbage men obeyed the ordinance, and he professes to have been exceedingly lenient with them.

One portion of the ordinance provided that no garbage wagon shall be driven on a street within the city limits between 7 o'clock in the morning and 3 o'clock in the evening. This he found to have been frequently violated, some of the men not reaching the crematory with their loads until nearly 9 o'clock. He simply warned the men at the time. Recently, however, there have been many complaints about the garbage wagons being driven through the city streets without being properly covered and the great of six or seven of the men followed.

It has been suggested and may be carried out that the city enlarge the street-cleaning department so as to include a garbage-wagon service.

DEATH OF A CLERK CAUSES A SENSATION
 Helena, Mont., Sept. 3.—A decided sensation was developed at the session last night of the coroner's jury which is investigating the death of Every McKelvey, a clerk in a local drygoods store, who died at his residence on Peoga avenue yesterday shortly after drinking a cup of coffee. Dr. W. C. Riddell, who was summoned by the family, announced that in his opinion McKelvey died from strychnine poisoning. The doctor found it necessary to use strong hypodermic

DEATH OF THE BABY
 San Francisco Officers Come Upon Scene of Human Depravity.
 PARENTS DON'T KNOW
 Father and Mother Lying Intoxicated While One Infant Dies and Its Twin Brother Is Dying—Three Others.
 (Journal Special Service.)
 San Francisco, Sept. 3.—A mother, drunk in one room, her baby girl dead and its twin brother dying in the kitchen was the scene which met the horrified eyes of the officers of the Society for the Prevention of Cruelty to Children when they entered the house of Robert Kingsby, tinsmith, in this city today. Three other children show awful signs of neglect.

The husband was found just recovering from a spree and the wife and mother was lying in bed stupidly intoxicated, both unaware of the death of their baby. The society will take no action until the parents are in a better condition to answer questions.

The attention of the society was called to the Kingsby family by certain neighbors who heard the small children crying all last night. Early this morning two women went to the house and could not gain entrance, the doors being locked. Looking through the windows the body of an infant was seen lying on the floor. It was the dying boy-baby whose twin sister was later found dead.

At once were the police notified and then the officers of the Society for the Prevention of Cruelty. Policemen broke in the doors of the house and disclosed the fearful conditions.

It had been known that the father was on a spree, but it was believed by the neighbors that the mother was caring for her little ones.

All have been taken in charge by the society. The dead baby will be buried by the city, as the Kingsbys have no money.

HIT BY ROBBERS BUT OUTFRONS THEM

WILLIAM HARR, A LINEMAN, ATTACKED BY TWO MEN NEAR SEVENTEENTH AND GILMAN STREETS AND HIS HEAD CUT WITH BRASS KNUCKLES.

George Schultz with a Revolver Seizes Away Two Men Following Him—John Hookman Sandbagged by a Negro, John Gibson, but Helps to Capture His Assailant Who Has a Quantity of Flinder in His Possession.

Between 8:30 and 9 o'clock Tuesday evening Harr was walking near Seventeenth and Gilman streets. He was going to visit friends and while passing the shadow of a large tree two men accosted him. They ordered him to throw up his hands. Harr did not comply and one of the men struck him a severe blow on the side of the head. This dazed Harr, but before his assailants had time to search his clothing, he made a break for liberty and succeeded in out-distancing his pursuers, who chased him but a short distance.

Harr sustained a deep cut on the side of his head above his ear. The injury was evidently inflicted by brass knuckles. However Harr did not lose any valuables and he considers himself lucky.

The attempted robbery was reported to the police, but the officers have developed no clues.

Revolver Seizes Highwaymen.
 A darringer revolver conspicuously displayed was all that saved George Schultz, proprietor of the bar at the Hotel Perkins and Robert Gless, the brother of Ed Gless, the carmen, from being held up early yesterday morning. The attempt occurred at East Burnside street and Union avenue shortly after 1 a. m., while the men were on

ONE MAN HOLDS THREE MEETINGS

W. W. COTTON REPRESENTS MAJORITY OF STOCKHOLDERS OF THE O. R. & N. THE PORTLAND & ASIATIC STEAMSHIP AND SPOKANE DEPOT COMPANIES.

Unanimously Re-Elects Officers for the Last Two and Adjourns the Railroad Company's Meeting Until September 15—A Telegram to Mr. Mohler the Only Communication With Another Interested Stockholder.

Annual meetings were held today by the Portland and Oriental Steamship Company and the Spokane Union Depot Company. In each instance directors and officers were re-elected.

The annual meeting of the O. R. & N. Company, appointed for today, was postponed to September 15.

Nothing developed touching plans for the coming year, and the elections were perfunctory. W. W. Cotton, general counsel for the three companies, held the proxies.

The Spokane Union Depot Company met at 11 o'clock and, after formalities had been attended to, the former set of officers were re-elected unanimously by Mr. Cotton.

Union Depot Election.
 Promptly at 11 o'clock the Spokane Union Depot Company held its meeting and re-elected these officers:
 Directors—W. C. Bristol, H. F. Connor, W. W. Cotton, J. H. Klosterman, J. N. Teal, J. G. Wilson, Portland; W. D. Cornish, New York; E. H. Harriman, Arden, N. Y.; Lawrence Greer, New York.

Executive Committee—W. D. Cornish, E. H. Harriman, Lawrence Greer, E. S. Benson, general auditor; W. W. Cotton, secretary; Alex. Miller, assistant secretary; F. V. S. Crosby, treasurer; E. S. Benson, general auditor.

Postponed O. R. & N. Meeting.
 When noon arrived the O. R. & N. stockholders, for the time embodied in Mr. Cotton, took out their watch and decided that perhaps it would be better to postpone the election to a later date. They considered different dates, telegraphed to President A. L. Mohler, who is in the East, and said that they believed they would defer the meeting to September 15.

Steamship Company Elects.
 At 2 p. m. the corporation that means so much to Portland's commerce with the Orient—the Portland & Asiatic Steamship Company—held its annual meeting. The same measure of harmony was manifest here that had been observable when the other corporations met.

Mr. Cotton called himself to order and re-elected the former officers and directors as follows:
 Portland & Asiatic Steamship Company—Directors—A. L. Mohler, E. S. Benson, W. W. Cotton, William Crooks, Portland; W. D. Cornish, W. S. Pierce, New York; E. H. Harriman, Arden, N. Y.

Executive Committee—W. D. Cornish, E. H. Harriman, W. S. Pierce, Officers—E. H. Harriman, chairman board of directors; A. H. Mohler, president; W. D. Cornish, vice-president; W. W. Cotton, secretary; Alex. Miller, assistant secretary; F. V. S. Crosby, treasurer; E. S. Benson, general auditor; John W. Newkirk, assistant treasurer.

INQUEST TOMORROW

Attorney Vaughn Advises Mrs. Bowers and Mrs. Sutton Not to Testify.

MRS. McCALLUM'S STORY
 Chief of Police Telegraphs the San Francisco Authorities and Mails Portland Woman's Statement Concerning Poisoning.

(Journal Special Service.)
 San Francisco, Sept. 3.—Detective Coleman is busy today serving subpoenas on witnesses in the inquest which will be held tomorrow to determine the cause of the death of Martin L. Bowers. A dozen have been summoned. In addition to Dr. McLaughlin and other physicians who attended Bowers, several of his neighbors have been notified to be present at the inquest.

Mrs. Bowers and Mrs. Sutton probably will not testify at the inquest. W. T. Vaughn of Portland, their attorney, has advised them not to take the stand. On account of the great number of witnesses subpoenaed it may take more than one day to hear all the testimony.

Dr. L. C. Morgan, toxicologist for the city chemist, reported to the coroner today that he had found over four grains of arsenious acid in the stomach of Martin L. Bowers, enough to kill four men.

John Cunningham is now known to have been living in Bowers' apartments during his sickness. When Bowers died Mrs. Bowers gave Cunningham his gold watch.

Attorney Vaughn says that the women are not guilty of murder. Under his instructions they refuse to discuss the case.

Chief of Police Hunt telegraphed today to the chief of police of San Francisco that he had mailed the statement of Mrs. McCallum of Portland regarding

GERMAN PAPER MAKES ATTACK ON AMERICA

(Journal Special Service.)
 Berlin, Sept. 3.—More than ordinary comment is being made about the capital today over the sensational article published this morning in a local paper. In reviewing the false report of the assassination of the American vice-consul, Magelssen, at Beltr, America is openly charged with being a party to the fake for the purpose of giving herself the opportunity of interfering in European affairs.

The article concludes with a scurrilous attack on Americans generally and the American navy in particular. It relates that the officers and men of the European squadron disgrace themselves by riotous conduct in every port they visit.

The article is receiving severe criticism from all quarters, as it is known to be a fact that while the emperor was entertaining the European squadron a month ago he took pains to personally pay Admiral Cotton and his men a high compliment for their gentlemanly demeanor and efficiency.

SEATTLE PRISONERS ARE NOW AT LIBERTY

Seven Men Convicted of Petty Offenses Unscrew Bolt from Their Jail Cell—One Returns and Gives Up.

(Journal Special Service.)
 Seattle, Wash., Sept. 3.—Seven prisoners under sentence for petty offenses broke out of the city prison some time before daylight this morning by unscrewing a bolt from their cell door and climbing the fence of the jailyard. Later one of the prisoners returned and gave himself up. This is the fourth successful break from the Seattle jail in as many months.

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