

MUNICIPAL LEAGUE PREPARED TO ACT

WILL PROCEED IN A FEW DAYS, BY INJUNCTION PROCEEDINGS, IN ITS ATTEMPT TO STOP GAMBLING IN PORTLAND—ELECTS OFFICERS FOR THE YEAR.

Within a very few days legal proceedings will be commenced by the municipal association to compel the city authorities to put a stop to gambling. It is understood that the association will proceed by injunction. An attorney has been retained to prosecute the case, though the officers of the association are not yet ready to disclose his name or discuss the details of the campaign that they have planned.

GENERAL CHASE IS BEFORE ACCUSERS

Denver, Colo., Oct. 21.—General Chase's fate hangs largely on the testimony of Frank Elroy, a military public of Cripple Creek, who this morning testified that Chase had not actually sworn to habeas corpus, return on which false swearing the charges are based. The defense holds now that the perjury case must fail. The court martial this afternoon is considering this point.

ASHLAND VOTES ON ISSUANCE OF BONDS

Ashland, Or., Oct. 21.—The election held Monday on the issuance of \$250,000 of bonds to construct mains for a system of sewerage resulted in an endorsement of the bond issue by a vote of nearly five to one. The question of sewerage for the city has been acute for some time and the vote today insures the installation of a sewerage system. Last year the proposition was voted down two to one.

SAY TRUST CRASH WAS NOT NECESSARY

Baltimore, Oct. 21.—Common talk in financial circles regarding the closing of the Union Trust company as entirely unnecessary. It is said to be a case of lost nerve. Receiver White expects the bank to reopen for regular business on Monday.

SUNDAY CLOSING AND THE TRADES UNIONS

The petition of the Federated Trades, asking for an ordinance compelling a general Sunday closing of all stores, was "placed on file" today by the city council, upon a recommendation of the committee to which it was referred. This means that nothing is to be done in regard to the communication.

NEW YORK STRIKE GETTING SERIOUS

New York, Oct. 21.—Strained strike conditions continue today. The "L" road motormen say they will strike even if the grand officers and Brotherhood of Engineers and Firemen decide against them.

PORTLAND MUSICIAN STORMS BAY CITY

San Francisco, Oct. 21.—Frankie Richter, the Portland phenomenon, musician, is to give a recital before the members of musical people for the Press club at the Auditorium this evening.

COLORADO SCANDAL

Denver, Oct. 21.—Court-martial proceedings in the Chase trial yesterday developed evidence which gave color to current rumors that the head of the guard is to be sacrificed to forestall disclosures relative to payroll scandals. Prior to convening the military board, of which Gov. Peabody is a member, met and passed the payrolls over Gen. Chase's protest.

WEDS GERMAN ATTACHE

Washington, Oct. 21.—Miss Edith M. Parkby, a prominent figure in Washington society, was married today to Mr. Charles F. Flath, assistant chancery of the German embassy. Mr. and Mrs. Flath will sail tomorrow for Germany to visit the bridegroom's parents.

LOW CHARTER

Balfour, Guthrie & Co. of this city have chartered the French ship Ville de Mulhouse to load grain at Tacoma for the United Kingdom. The rate paid is 15 shillings, about 2 shillings lower than any other vessel has been engaged this season for European business.

GOES TO LADYSMITH

With a barge in tow the tug Simpson will leave tomorrow for Ladysmith, B. C., to secure a cargo of coal for the Holmes' Coal & Ice company of this city. The tug is now in the barge coaler up for the voyage. Daniel Kern, one of the principal owners of the vessel, will accompany the expedition.

SURVIVORS OF WRECK.

(Continued from Page One.) Mrs. Tyrrell's son, aged 14. F. Merlinge. D. McKinnis. Paul Reinuth. J. C. Wright. J. Watson. Second Officer Kilgore. First Assistant Engineer Charles Huson (died shortly after being rescued). Steward William Holman. Second Cook George Jackson. E. Humphrey, cook. H. Christoff, seaman. John McKinnis, seaman. Charles Peterson, seaman. B. Doherty, fireman. P. Wolf, fireman.

NOT OVERLOADED.

Pilot and Stevedore Scott at the Suspension—McIntyre's Record. Private advice received in this city today states that Charles Bruce, first officer of the ill-fated craft, was the last to leave the ship, and as she went down he leaped from the bridge and swam to the shore.

Mr. Bruce is a young man and has followed the sea since early boyhood. Mrs. Fletcher Bent, one of the missing, boarded the South Portland upon presentation of a letter signed "Bowles," saying that he was a stockholder in the company, and was given complimentary transportation by Captain McIntyre.

W. E. Tyrrell, whose wife and son perished in the wreck, is prostrated with grief, and declines to see visitors. Story of Pilot Patterson. W. H. Patterson, a Columbia river pilot, who took the South Portland to Astoria, said this morning:

"The talk of the vessel being overloaded is all nonsense. When she left her draught was 13 feet forward and 16 1/2 feet aft. This is a foot less than she drew on the last out-bound trip. I inspected the vessel, and her cargo was carefully and well stowed. There was not the least bit of a list, either to starboard or port, and the cargo was so stowed that it could not possibly have shifted, so that the vessel was down at the bow when she sank."

What Men Who Loaded Ship Say. Brown & McCabe, who loaded the South Portland, are emphatic in declaring that the cargo was properly stowed and could not possibly have shifted unless the vessel got into a hard collision with some other craft.

The Lloyd rating of the vessel at 582 tons net carrying capacity is, according to all who know the ship, an error. The lost vessel was a big carrier, and had a capacity almost equal to that of the Columbia of the O. R. & N. fleet," said one prominent stevedore, and he added that the South Portland seldom left this port with less than 1,200 tons of cargo.

Vessel Carried Light Cargo. Reports that the steamer South Portland was overloaded and down at the bow when she left this harbor is denied by all who saw or handled the vessel.

All of the cargo carried by the steamer was shipped from this port and the aggregate tonnage was 1,036. Of this 500 tons were wheat, 150 oats and 386 tons of barley.

This is the lightest cargo the South Portland has carried for a long time. On the trip prior to the one when she went on the rocks the vessel had a cargo of 1,120 tons.

Cargo Valued at \$25,000. The cargo carried by the South Portland was valued at about \$25,000. The heaviest shippers were Kerr, Gifford & Co., Balfour, Guthrie & Co. and the Northwestern Warehouse company. Kerr, Gifford & Co.'s shipment alone amounted to about \$12,000. The cargo was fully insured.

Local shippers state they have heard that the ill-fated steamer is to be placed with another just as soon as possible. A cargo of wheat, flour and grain is already at the docks awaiting shipment by the line which operated the South Portland.

Investigators say that an investigation into the cause of the accident will be made at San Francisco. While the disaster occurred in the Oregon district, they say that the vessel is owned in the Bay City, and as a consequence the matter will be inquired into there. Had she been coming to Portland it was probably that an investigation would have been held at this end of the line.

A number of the marine men state that the South Portland was always cranky and would list very readily. While this is true, they say that the vessel was placed with another just as soon as possible. A cargo of wheat, flour and grain is already at the docks awaiting shipment by the line which operated the South Portland.

A Cuban Blockade Runner. There is an interesting bit of history relative to the South Portland. Several years before Cuba was freed she was operated as a blockade runner, carrying ammunition to the insurgents. Subsequently she was purchased by the Boston-Alaska Steamship company and placed in the Alaska trade on this coast, together with the steamers Briham and Laurada.

Captain's Father Fished at Sea. Seafaring men who know Capt. McIntyre of the lost vessel credit the story that he deserted the vessel. They point to the fact that man and boy Capt. McIntyre has lived on shipboard. His father was a shipmaster before him and went down with him in Alaska waters about a year and a half ago. The elder McIntyre was 71 years old.

Capt. McIntyre of the South Portland is a man of family and is well known and highly connected in San Francisco. He has a wife and children. Mrs. McIntyre being quite wealthy.

It is related that immediately after the marriage Mrs. McIntyre requested her husband to give up the sea. This he refused to do, the life of a mariner having, it appears, a strong fascination for him. He has no other relatives in the city.

Testimonial to His Bravery. "In the fall of 1888 the Fulton was the last steamer to leave down the coast for Seattle from St. Michaels. It was in October, and during the voyage it was on a foggy day. The vessel was in the Sound when she was overtaken by a larger vessel. The captain of the Fulton, who was in command, showed himself to be a most careful and skillful navigator."

Motion for Non-Suit. The attorney for the defense has begun his argument on motion for non-suit in department No. 2 of the district court in the case of Multnomah county against the Willamette & Columbia Towing company. The plaintiff completed the testimony yesterday afternoon. This is an action for damages for repairs to the Morrison-street bridge for something over \$5,000 due to a collision about a year ago between the Olive Branch, a vessel, and the bridge.

Seeks An Injunction. Frank Spredborough has brought action in the district court against Multnomah county to enjoin the county from praying for an injunction to restrain him from preventing the sheriff from executing a deed against certain property for taxes delinquent for the years 1892, 1893, 1895 and 1896. He has filed his undertaking in the sum of \$100.

To Cure a Cold in One Day. Take Laxative Bromo Quinine Tablets. All druggists sell the money-saving H. H. Pills to cure. E. W. Gore's signature is on each box.

times, and his personal bravery is above reproach. Once in particular I remember he attempted to cross Cook bay during a heavy gale. When the boat was so close to the breakers were dashing so high that it was impossible for him to either return to the harbor or put out to sea. At any moment it looked as though the steamer would be dashed to pieces. The captain remained as unconcerned as though he were sitting at home before a comfortable fire. He dropped his anchors and held his vessel there for fully two hours, when the wind subsided and the sea grew calm. The tide turned and he went to sea.

"Accident Was Unavoidable." "I have been down the coast often enough to know that the accident to the South Portland was unavoidable. The sea was wrapped in a heavy fog, and there was no way to find out the exact bearings. The least waver to the leeward would soon bring the vessel much closer to shore than any one on board could know. The fog was so dense that the fog signals at Port Blanco may have been sounded, but no sound could penetrate through that heavy fog. I have seen this tested. If there is any way to arrange for it, fog signals several hundred feet in height should be built, and then the alarms coming from the fog signal on the coast, the steamer was in her true course until the fog was encountered. Then she slightly deviated and struck the reef."

Graveyard of Many Vessels. The coast in the vicinity of Cape Blanco is the graveyard of many a stanch ship and steamer. The current sets in shore west of the point, and at this season of the year fogs prevail invariably throughout the night and early morning. The custom of masters of coasting steamers is to keep about 15 or 20 miles off shore, while the captains of sailing vessels make an offing of 50 miles at least, and sometimes 100 miles. With the coasting steamers the picking up of lighthouses and "dead" reckoning is relied upon for position. As stated, however, the current in the vicinity of the wreck of the South Portland sets in so strong that many ships and steamers have been called from the rocks off Cape Blanco or on the beach.

The use of a sounding or lead line is generally resorted to by the more careful of navigators until the vessel is well down the California coast.

Was Heavily Insured. The South Portland was insured for \$35,000. The ship was sold three months ago for \$12,000. W. & S. Seaman refused to state who carried the insurance. Capt. McIntyre has wired the owners requesting a steamer to bring the survivors here. The Chico, which is due at Bandon today, was ordered to take them.

MRS. TYRRELL FEARED TO GO. Had a Premonition of Danger, Says a Friend.

Did Mrs. W. E. Tyrrell of Portland, a victim of the wreck of the South Portland off Cape Blanco, Monday, have a premonition of the disaster? A woman friend of the family believes that she did, and thus accounts for it:

"Mrs. Tyrrell and I were friends," said she, "and at one time our families lived in the same house. She had planned how pleasant it would be for her to spend the winter with her mother at Oakland, Cal., and urged me to come down and visit her. My friends had originally intended to go down by train, but some one induced her to buy tickets for herself and Willie, her son, on the South Portland. She did so, without ever having seen the boat. Last Saturday afternoon she asked me to go down to the dock with her to look the vessel over."

"I did not like the appearance of things, and said so. Mrs. Tyrrell herself felt forebodings, and did not want to go. So long as I was with her, I don't want to travel on that boat," and even declared he would not do so. As he turned to leave, his mother mournfully said, "Good bye, Willie," and that made him come back.

"So long as I shall never forget how nervous and apprehensive my friend was, as she left me and walked along the gang plank. Her face was blanched with fear. Oh, how I wish she had followed out her own desire! To be sure she should have given no tangible reason for not going on the boat, for no one could have known that a catastrophe was impending. She had a premonition of the peril she was in, I feel sure. So did Willie, and I felt it, myself. People make a mistake, I think, in not obeying these warnings, for they are nothing else. If we had only urged her to give up going by boat, I believe she would have been glad to have done so."

MAKES MEN WILD BEASTS. A Doctor Recalls Scenes at the Wreck of the Hilda.

"If one wants to see human beings as they are," said a doctor who was shipwrecked off the coast of Nova Scotia. "Let him be aboard a sinking vessel in midocean. I was on the Hilda from Halifax when she sank in 1863. A number of the men were in the water on a raft for 18 hours before they were rescued."

"The ship ran into an iceberg, her bows were stove in and her starboard side carried away. The ship sank in a few minutes. There was a large number of passengers aboard and I saw big strong men knock women overboard down in their mad rush to be first in the small boats. It was a terrible scene and men acted like wild beasts instead of human beings."

MEAT INSPECTOR BILL PIGEON-HOLED

The meat inspection bill seems to have met the same fate that many another well-intentioned but discountenanced measure has. The bill has been pigeon-holed in the committee room of the health and police committee for months and appears destined to remain there.

The proposed law aroused a widespread interest when it was first introduced and met the approval of the health boards, physicians and even the butchers themselves. It never occasioned the councilmen serious attention.

The health committee reported back to the council today recommending that the petition of the Retail Butchers' association, asking for the passage of the inspection bill be placed on file. That is the council's way of gently putting obstreperous measures to a judicial death.

ILL-FATED NUMBER PASS EXAMINATION

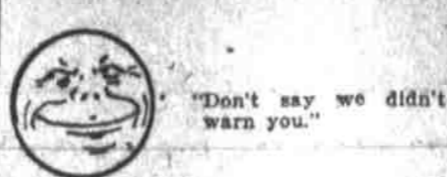
The result of Saturday's examination of the chairman for the city engineer's office was completed this morning by Secretary Potter of the civil service commission. There were 13 who passed with averages which would place them on the list of eligibles and four failed. The results were as follows:

Passed—Francis X. Sherlock, 99; W. J. Ward, 98; John E. Cline, 97; E. F. Beatty, 97; W. A. Monahan, 97; C. E. Vol, 96; H. A. Demmer, 95; F. H. Hachency, 94; W. W. Frazier, 93; Eugene Walsh, 92; M. L. Hays, 92; J. J. Gorman, 85; C. E. Harding, 81.

Failed—John H. Ricker, W. Henderson, H. B. Gossett; W. B. Curtis, rejected for non-residence.

BRITISH BANK IS LOST.

(Journal Special Service.) London, Oct. 21.—A dispatch received by Lloyd's today announced the loss of the British ship Milton Park, which sailed from Liverpool in March. The captain and crew of 34 are believed to have been drowned.



Building Nearly Ready Removal Sale Nearly Over Piano Bargains Galore Last Chance For Bargains Call Tonight

Allen & Gilbert-Ramaker Co.

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CROWDED SCHOOLS.

(Continued from Page One.)

open air, and it would be an extremely nice thing if we could give them unlimited playgrounds around the buildings, but the taxpayers would never consent to expend the sum of money required to secure such grounds as would be required.

"As to this Taxpayers' league scheme to remedy the present situation of the schools, I know nothing further than this office furnished the league certain statistics. These figures cover the present expenses of the schools, the age of the buildings, the districts in which there is congestion, the available funds and in short all data concerning the department of municipal education during a period of several months.

"There must be some measures taken to provide a solution of the problem which this district will certainly face in the near future. The population will grow, it is growing all the time, and the schools must keep pace with this growth accordingly. We have been content to rest with what facilities we possessed for the past few years, and consequently, when the regular term opened this year, we faced a congestion in a number of the schools. Next year it will be worse, probably, notwithstanding the fact that certain improvements will be then available. The betterments are not keeping up with the city's substantial gains in population, and the question must be solved in the immediate future, the sooner the better."

"Of course, we have a very small school debt, hardly anything to speak of, and the board has arranged to take that up with a new issue of bonds at a smaller rate of interest, but the interest on the schools cannot be served to the best good of the community at large simply by keeping the indebtedness down to nothing. This small debt is naturally a source of pride to the taxpayers, but there are two ways of looking at the situation.

"School Debt Not to Be Feared" "The school indebtedness is not necessarily detrimental to a community so long as the business conditions and growth are prosperous. If a city is a large indebtedness, and a good, solid commercial condition, the indebtedness is hardly felt. The question, however, is one which the people must decide soon, and is a matter deserving of careful investigation by every resident of Portland."

During the conversation the question of Seattle's schools came up for discussion. The Puget sound metropolis now has a bond indebtedness of \$500,000, but to offset that has erected a magnificent high school, one of the finest of the kind in the entire West, and has constructed numerous schools in the suburbs and repaired and renovated others. The people have almost unanimously voted in favor of increasing the school debt from time to time as the different improvements came up. The condition offers certain parallels that might make interesting comparisons in deciding the question of bettering Portland's school system.

McKinley-Ware-Puter Cases. During the day the McKinley-Ware-Puter cases have been before the grand jury. A large number of witnesses have been standing around the lobbies of the temporary courtroom and looking anxiously toward the grand-jury room waiting a call to appear. The Cottage Grove witnesses—R. W. Veatch, Ben Lurch, J. J. Jennings, Jack Howard and Scott Chrisman—were on hand, but were not called. A. C. Woodcock, a lawyer of Eugene, partner of Speaker L. T. Harris of the last house, was another witness from Lane county. The Cottage Grove witnesses are to testify to their ignorance of the existence of the six persons who proved timber claims before Miss Ware at Eugene, the six persons being alleged by the government to be fictitious.

Jack Marshall, the baseball magnate, well known here, was called as an expert on chirography to testify that he believed the signatures affixed to the six sets of papers were forged by McKinley-Ware. Professor Wesco of the Armstrong Business college, is another expert on handwriting who has been subpoenaed.

Hopes to Adjourn on Friday. According to present expectations, the grand jury will adjourn on Friday or Saturday, and unless the new matter comes before them the jury will probably be dismissed at that time. The various cases have been taken up as rapidly as possible and carried along toward a conclusion as fast as the circumstances will permit.

An Apparent Conflict. One of the most interesting features of the land matter is the apparent conflict between the affidavit of Clyde D. Lloyd, chief government witness, on one hand, who swears that none of the six locators ever existed, who so swore in the preliminary examination, and on the other hand, Lloyd's signature as witness and seal and signature as a notary public to a warranty deed signed by Robert Simpson, one of the men alleged by Lloyd to be non-existent. The description of the deed, as given in the official abstract of A. E. Wheeler & Co. of Eugene, abstractors of title, is:

"Grantor, Robert Simpson, a single man; grantees, Edwin Hobson; witnesses, Clyde D. Lloyd and H. G. McKinley; consideration, \$1; date, July 19, 1901; acknowledged July 19, 1901, before C. D. Lloyd, notary public in and for Lane county, state of Oregon, and recorded September 21, 1901; description, southeast 1/4 section 24, township 24 south, range 1 east, Willamette meridian, Lane county, Oregon, containing 160 acres."

It is alleged by the defense that Lloyd personally introduced Robert Simpson to several individuals in Eugene, and prepared for numerous land deals in which Simpson figured as a principal. In the event an indictment is returned, these witnesses will be brought into court to swear to these facts.

Warm Springs Indian Murders. The case against a Warm Springs agency Indian for the alleged murder of Indian Policeman Pelet, on the reservation in July, 1902, presents some very unusual features. There will be no de-

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IN OUR DRAPERY DEPT We are now showing the most complete collection of domestic and imported Covers and Draperies. Especially attractive is our showing of Couch Covers. Here can be found fabrics to suit the taste and purse of any shopper. From the very pretty domestic Bagdads at \$2.75 to the high-price Indian hand-woven fabrics, they run the scale of beauty and originality in design. In Oriental draperies we have made an especial effort this Fall. For beauty and wealth of color they are unsurpassed. We are also showing some very effective Embroideries from India that are out of the ordinary. Just look over these goods. We're glad to show them to you.

Morrison and Second Streets Tull & Gibbs Morrison and Second Streets

INQUISITORS USE PROBE (Continued from Page One.) also was under investigation for presumed connection with the land cases relating to Thompson. In fact, the grand jury is understood to have gone thoroughly into the matter and to have considered all allegations. It is not learned that there is any likelihood that there will be any findings against Cunningham. Witnesses examined in addition to Cunningham were Dallas O'Hara, Glen Salling, Asa Reyburn and Mark Shackelford, all of Pendleton. They have been excused from further attendance, so that it is assumed that the grand jury has in its possession all evidence bearing on the case, and will take action, if at all, on Friday morning, prior to which date there will be no indictments returned, unless there be changes in plans now determined on.

BANKERS OF EAST LAUD THIS COAST San Francisco, Oct. 21.—The morning session of the bankers' convention was held in the California theatre at 10 o'clock, attended by a large number of citizens. The first business of the meeting was devoted to the presentation of papers by several leading men of the country. Some friendly rivalry for the next convention is being shown. Tonight a reception will be held at the Mark Hopkins hotel. Visitors are much impressed with everything seen of the coast and speak in glowing terms of the vast prosperity seen on every hand. This afternoon the session was held in the same place as this morning. It is estimated that 1,000 visitors and over 1,000 delegates are present.

POLICE BELIEVE THE DYNAMITER CAUGHT Helena, Mont., Oct. 21.—Gradually the chain is being tightly wound around Isaac Gravelle, under arrest here in connection with the Northern Pacific dynamiting outrages. Helena police have found Gravelle's satchel in which were found envelopes pronounced to be identical with those in which letters were sent to the railroad company demanding \$50,000 under pain of having its property dynamited. Gravelle has also been identified as being in close proximity with the dynamite discovery at Townsend three weeks ago. His hearing has been set for Saturday.



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Madame Saxe Principal Saxe Institute of Dermatology 417 Abington Building. Telephone 2393. Office Hours—10 a. m. to 5 p. m.

KEEP TO THE KING.

(Journal Special Service.) Belgrade, Oct. 21.—The Official Gazette will publish today an edict recognizing Queen Natalie as heir to the personal estate of the late assassinated King Alexander.