

"DEAD MAN'S CORNER" AT BROOKLYN RACK RENEWS ITS CLAIM TO ITS GRIM TITLE

New York, July 30.—"Dead Man's Corner" at Gravesend avenue and Kings highway, has been keeping up the reputation that gave it the grim nickname. This week a big 24 horsepower automobile was smashed to splinters, and Horatio Abbott, a friend of the owner, Frank Rauscher, was fatally injured, while Mr. Rauscher, another friend, Albert Burkhardt, and the chauffeur, George Merritt, were seriously injured.

Tall buildings at each of the three corners cut off all possible view of an approaching train, while the 12-foot fence of the Brooklyn Jockey club, running completely around the other corner, makes it equally impossible to see a train coming from behind.

Mr. Rauscher is the owner of the Albemarle hotel at Coney Island, and was taking two friends out to the training quarters of Fitzsimmons, the prize-fighter, when his automobile was struck by a freight train going at 20 miles an hour, which approached without giving the slightest warning by bell or whistle. There is no flagman at the corner, no safety gates and no precaution of any sort against accident.

The engine was coupled head-on to the train and was running backward. The engineer on the right hand of the cab was consequently unable to see the approaching automobile and had struck and had carried it 500 yards down the track before a stranger called his attention to the fact that a huge car was hanging on the coupling pin being battered to pieces while a man was imprisoned in the wrecked auto with a fractured skull and slowly being crushed to death.

Mr. Rauscher started from the Albemarle hotel shortly before noon with two friends and the chauffeur in his machine. Both Abbott and Burkhardt are old friends of Mr. Rauscher. Mr. Burkhardt is the electrician in the Albemarle hotel, but he and Mr. Rauscher were schoolboys together and their intimacy has never been broken.

As they left the hotel and as they were "hitting when the machine was struck, Mr. Rauscher was on the front seat on the right, driving the machine. Merritt, the chauffeur, was on his left. Abbott and Burkhardt were on the rear seat, Abbott being on the left.



They sped down the Boulevard to Kings highway, intending to stop at the training quarters of Fitzsimmons for a short visit. As they turned into Kings highway and approached the railroad tracks on Gravesend avenue Mr. Abbott leaped from the car and called Mr. Rauscher against the danger of an approaching train. Mr. Rauscher slowed down to four miles an hour and listened intently for the noise of the train or the bell or whistle that should have sounded. He heard nothing. The high board fence on his left toward Brighton beach cut off all possible chance of seeing anything coming from that direction. He sounded the horn on the machine once or twice and then ran upon the tracks.

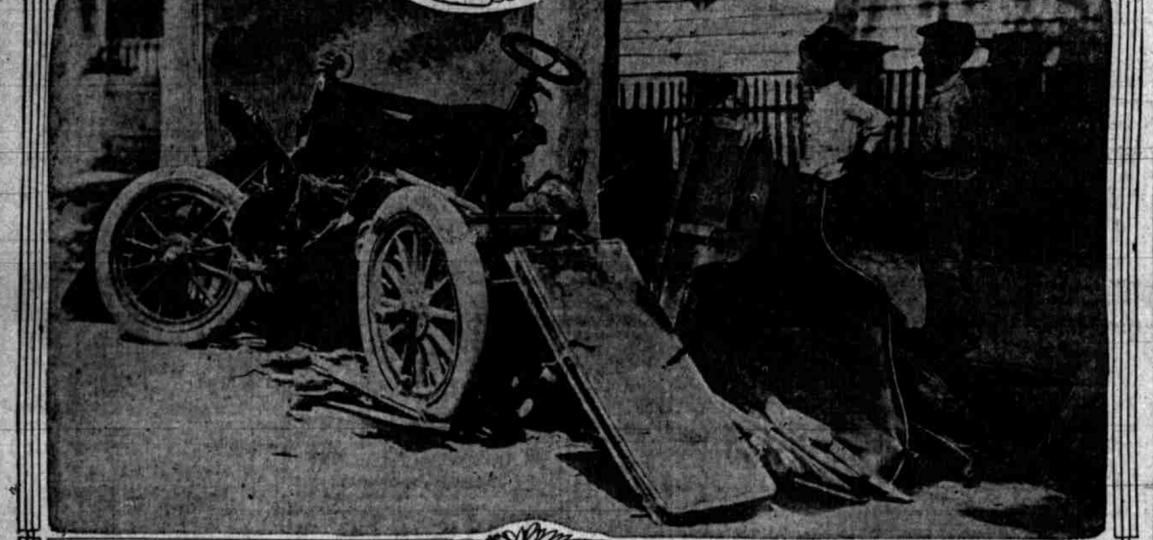
Running toward the north a freight train of nine cars on the track nearest the automobile was making 20 miles an hour, and within a few feet of the corner. The auto could not be stopped or checked.

"Jump!" cried Burkhardt as he leaped to his feet, but his warning was too late. With a crashing blow they could be heard for blocks the engine struck the automobile, shattering it to bits and carrying the wrecked fragments away on the coupling pin.

Rauscher, Abbott and Merritt were thrown from the auto in all directions, none falling in front of the engine. Abbott, who sat on the side nearest the engine, was knocked senseless, and lay unconscious in the wrecked car as it was carried on down the track. The engineer, who was on the side of the engine opposite to that from which the accident apparently, and was proceeding at full speed along the track when George Moore, who was on the track, cried out that there was an automobile hanging on the engine containing a dead man. There was no fireman in the cab.

Daniel Yorky, the engineer, looked and saw the wreck of the automobile, but in the meantime Mr. Abbott, in the shattered car, had been carried more than 500 yards. The engine was finally stopped and the injured man lifted down.

Mr. Rauscher, Mr. Burkhardt and Merritt, the chauffeur, were not so badly hurt, and managed to get to their feet and go to the assistance of their friend,



THE CUT SHOWS THE WRECKED AUTO LYING BESIDE THE RAILROAD TRACK. THE DIAGRAM SHOWS THE APPROACH TO THE TRACK AND HOW THE WRECK OCCURRED. THE PORTRAITS ARE THOSE OF THE THREE OCCUPANTS OF THE AUTO: FRANK RAUSCHER, ALBERT BURKHARDT AND HORATIO ABBOTT.

SAYS PORTLAND LEADS THEM ALL

MR. SILVERFIELD, AFTER SEVEN-DAY EASTERN TOUR, DISCOVERS THAT HIS HOME CITY HAS BETTER WEATHER AND GREATER PROSPERITY THAN OTHERS.

Portland is a veritable summer resort, but as Oregonians do not begin to appreciate it," said S. Silverfield, who has just returned from a trip to New York City. He was accompanied by Mrs. Silverfield and Miss Ruby Silverfield, who are now on the beach on Long Island. They will return later.

Mr. Silverfield and family left Portland June 16, going to the St. Louis fair. They remained there four days and then went direct to New York. Speaking of his experiences, he said:

"It is not hot all over the east that it is almost unbearable. I would not go to St. Louis again if some one would pay all expenses. The fair there is largely a fake and people are disgusted. What they call 'The Mike' is the worst I ever saw. People spend their money there for nothing. Spielers stand in line and shoot like mad at the wonderful attractions within the tents, but when you get inside you find you have been duped. The meals are high-priced and are abominable. The water is not fit to drink, even after being filtered. I was glad to get away from the city and have no desire to return."

Of the Oregon building and exhibits at the fair Mr. Silverfield said: "The building is cheap and unattractive. The state should be ashamed of it. I should think if Oregon wanted to be represented there by a building, a first-class one should have been constructed. But the exhibits are fine and attract many thousands daily. There are no exhibits more interesting. I saw no people there from Oregon."

New Yorkers generally are Parker crazy, but admit that Roosevelt will win in the coming election," said Mr. Silverfield, relative to the political feeling there. "New York is a Democratic city and Parker is regarded as a very strong and most admirable man. Betts, however, are in favor of Roosevelt."

"Business conditions throughout the east are not good just now, some say, because of the approaching national campaign. I found the eastern sections far behind the west as regards business activity. At the hotel where we stopped there were many Wall Street men, all of whom complained of the dullness of the markets."

Portland has a good name throughout the east, but needs to have extensive advertising. No one in the Atlantic coast city ever hears of the Lewis and Clark fair, and it is a lamentable fact that they know but little of Oregon. They think of the state as a place where people are semi-civilized, where snow abounds and where people wear fur coats nine months of the year. They are astonished beyond measure when told it seldom snows here."

MAYOR TALKS ON BRIDGE PROBLEM

Six different plans and specifications have been drawn by the city engineer for the proposed bridges over Sullivan's gulch at Union and Grand avenues crossings, but each time the council has manifested any attempt to pass an ordinance providing for these structures the people have entered remonstrances of such a nature as to put a stop to further proceedings.

Mayor Williams states that there is a discussion going on among the members of the council regarding the matter and that the residents of the district in which the proposed bridges are to be built are quarreling.

"One faction desires steel bridges and object to wood structures," said the mayor, "while the other faction will allow nothing but wooden bridges to be built. The one says wood bridges are too cheap while the other claims that steel structures are too high. If they keep on quarreling over the matter they will never get their bridges built, no matter how badly they need them. If I had my way I would build wooden bridges, for they are cheaper and very serviceable."

CANBY PRAIRIE TO BECOME A GARDEN

The sandy soil on Canby prairie, in Clackamas county, is to be used for an irrigation scheme that will produce production in fruits and watermelons. Canby prairie consists of several thousands acres of warm, sandy soil situated on an upland back and bordering close on the Willamette river, with the Molalla running along one side. Canby prairie is from 60 to 70 feet higher than Barlow prairie, just across the Molalla. It has long been noted for its immense production of strawberries, prunes and watermelons. The soil is suited for such products, but it becomes too dry in the summer season on account of its sandy, porous nature.

Charles N. Wait, one of the leading fruit growers of that place, a former Portland attorney, while in the city yesterday stated that a company of Canby residents had been formed to bring in a large irrigating ditch to be taken out about 12 miles up the Molalla river and that engineers were now making the surveys, the right of way having already been practically secured. The company has also secured a water right to four-fifths of the water in the Molalla. The plan is to furnish each landholder a continuous stream of running water at a stipulated price per acre.

Mr. Wait says that, while a local company was organized to bring in the irrigation ditch, the capital for the construction of the works will be furnished by outside parties.

DRUMMOND WILL RECOVER

City Physician Zan has diagnosed the case of J. H. Drummond, the old man found on Union avenue three days ago by Special Policeman Andrews, as paralysis, and states that his patient is doing well. He cannot talk yet, but yesterday afternoon his wife and daughter came over to see him, and said they would look after his welfare. When discovered by the policeman Drummond was prostrate on the sidewalk and had to be sent to the hospital.

Schedule of Steamer T. J. Potter.

The seaside steamer T. J. Potter will leave Portland, Ash street dock, for Astoria and Ilwaco as follows:

August 2, Tuesday, 9 a. m.
August 3, Wednesday, 9 a. m.
August 4, Thursday, 9 a. m.
August 5, Friday, 9 a. m.
August 6, Saturday, 1 p. m.

Get transportation and berth tickets at O. R. & N. ticket office, Third and Washington streets.

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LEGAL FIGHT FOR VALUABLE MINE

SUIT OF F. F. CURTIS AGAINST THE IRON DYKE COPPER COMPANY FOR POSSESSION OF COPPER MINE ESTIMATED AT \$5,000,000—WILL BE TAKEN TO SUPREME COURT.

The suit of F. F. Curtis et al. vs. the Iron Dyke Copper Mining company will be taken to the Oregon supreme court on appeal from the court of Judge Eakin at Baker City, which rendered a verdict for the plaintiffs. The suit involves a copper mining property, the value of which has been variously estimated, as high as \$5,000,000, and in addition the right of way and grade of the Northwest Railway, which some years ago was surveyed from Huntington to the Seven Devils mining district but on which no work other than the grading has been done since litigation

A RAILROAD PROBLEM FOR THE CURIOUS

Portland, July 29.—To the Editor of The Journal—Here is a fine railway problem for young mathematicians: A train, carrying Japanese prisoners and wounded Russian soldiers left Kurapatkin's headquarters at Liao Yang on the Chinese Eastern railway on the morning of July 29 at 8:30 o'clock, bound for St. Petersburg, and running at the rate of 20 miles an hour. On the same date, at 11:20 a. m., a train running 30 miles an hour and carrying troops and supplies to the seat of war the far east, left St. Petersburg over the Trans-Siberian railway.

What is the exact time, the month, the day of the month, the day of the week, the hour, minute and second when these trains will meet? The distance between Liao Yang and St. Petersburg is 5,235 1/2 miles. When the trains pass, what distance will they be from Liao Yang and from St. Petersburg?

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BELIEVE LUCKY BURGLAR IS HERE

It is believed that a burglar who robbed the residence of Daniel Rose at Vancouver, B. C., in Portland at present, and local detectives are searching the town for him. It was one of the most successful robberies ever perpetrated in the northwest, netting the criminal \$1,100 in bills and more than \$1,500 in jewelry. Chief of Police North of Vancouver wired to Portland at once, giving full details of the crime.

The burglar ransacked the house from top to bottom, and left nothing untouched that he thought would contain money or valuable jewelry.

Among the jewelry stolen was a pair of diamond earrings, of the value of \$500, belonging to Mrs. Rose. Other jewelry included in the list were two diamond rings, valued at \$200, watches and gold rings. There is reason to believe, the officers say, that the culprit is here.

CAN YOU GUESS ON ESTIMATE THE POPULAR VOTE FOR PRESIDENT?

If you make the nearest guess you can secure a prize, one of \$5,000, valued at \$2,500 to \$5 each. The guess will cost you nothing. Every 25 cents you remit to The Journal, covering subscriptions to the Daily, Sunday, Semi-weekly or Weekly will entitle you to one guess.

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