

GOOD EVENING.

The Weather. Probably fair tonight; Friday fair, warmer; winds mostly westerly.

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POTRLAND, OREGON, THURSDAY EVENING, JUNE 22, 1905.—FOURTEEN PAGES.

PRICE TWO CENTS, ON TRAINS AND NEWS STANDS, FIVE CENTS.

MITCHELL SHARED FEES AND PUSHED "PUTER CLAIMS," SAYS TANNER, FORMER PARTNER OF ACCUSED SENATOR

DEPOSITED FOR HIM

Mitchell Notified That His Share of Kribs' Fee Was in Bank.

LETTERS CONCERNING PATENTS INTRODUCED

Prosecution in Land Fraud Cases Securing Very Full Statement From Tanner — Richards Goes Home.

Judge A. S. Tanner is today occupying the center of the stage in the trial of Senator John H. Mitchell. Called by the government as a witness against the friend and partner of 15 years, whom he strove to save from the law at terrible cost to himself, Judge Tanner's testimony forms one of the most dramatic features of the trial. The evidence given this morning seems to establish conclusively that one of the fees paid by Kribs to the firm of Mitchell & Tanner went to Mitchell.

He was on the stand during all of the morning session and was recalled as soon as court reconvened for the afternoon. Thus far his testimony has been confined chiefly to a narration of the dealings of the firm of Mitchell & Tanner with Frederick A. Kribs, and to the identification of letters and telegrams that passed between Mitchell and himself. Much of this correspondence is evidently regarded by the government as extremely important, showing as it does the active efforts which were made by Mitchell to expedite the patenting of the Kribs claims.

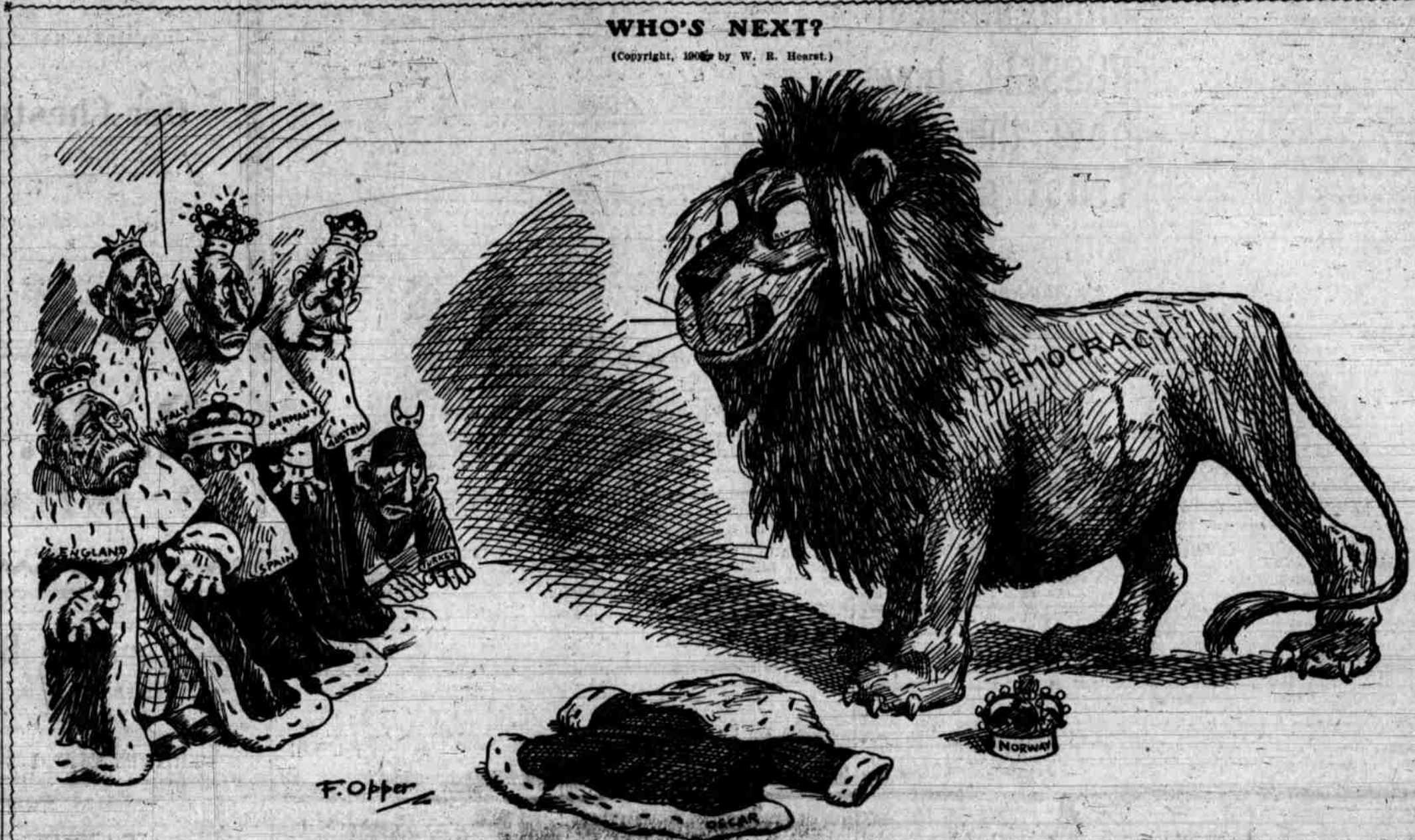
The evidence thus far introduced by the government, consisting of the testimony of Kribs and Tanner and numerous letters, telegrams and exhibits, is to the effect that the firm of Mitchell & Tanner was employed by Kribs to expedite the patenting of three separate lots of timber claims; that Mitchell was informed by Tanner of the arrangements made and agreed to do his utmost to secure patents; that Kribs paid certain sums to Tanner, for the services thus rendered, and that one half of these fees was paid to Mitchell by check.

An important feature of today's evidence was the introduction of checks and books of account showing that one half of all the fees paid by Kribs to the firm of Mitchell & Tanner were deposited in Mitchell's name in the Merchants' National bank of this city. A division of the net receipts was made by the partners at the beginning of each month, and it was shown that Mitchell's share in bank and then advise him of the fact, sending duplicate deposit slip to show that the money was in bank.

There is no expectation that the case will be concluded this week, although its length is entirely uncertain. It is not known whether much or little evidence will be introduced by the defense.

Former Governor W. A. Richards, the commissioner of the general land office, returned to Washington today, having been notified that his testimony would not be needed in the Mitchell case. He will probably retrace the firm and later when the conspiracy cases are called, for it is thought that he will then be a necessary witness.

Tanner on Stand. Judge Tanner was again called to the stand when court opened this morning. The prosecution at once retraced the line of examination which was in progress yesterday afternoon, seeking to bring out the details of the dealings of Mitchell & Tanner with Frederick A. Kribs. An important feature of the evidence was the correspondence that passed between Mitchell and Tanner relative to the Kribs timber claims, and numerous letters and telegrams were offered in evidence after being identified by Judge Tanner.



WHO'S NEXT?

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OFFERED A BRIBE, ELLIOTT INSISTS

Ex-City Engineer Testifies on Oath That Councilman Rumelin Told Him There Was Part of Five Thousand Dollars for Him to Beat Maney Bid.

Direct evidence was offered this morning in the bribery case against Councilman C. E. Rumelin that he offered to William C. Elliott, on June 25, 1904, a bribe—a share of \$5,000 which was to be divided among three or four men, if he would report adversely on the \$23,121 bid of J. J. Maney of Everett, Washington, for the contract to build the Marquam gulch front street bridge.

Ex-City Engineer Elliott and his chief deputy, George Scoggin, were the two star witnesses for the state of Oregon, and they told their stories and gave dates and details with perfect agreement. There was no conflict in their testimony.

They testified that Rumelin went to the office of Mr. Elliott on June 25, 1904, that he was anxious to have the Maney bid got out of the way, and that he said there was some way in which it should be done.

The evidence of Elliott and Scoggin was direct and exact as to dates and details of all sorts. Mr. Elliott's statement in substance was: "In the forenoon of June 25, 1904, Mr. Rumelin called at my office in the city hall and asked me if there was not some way in which Maney's bid could be 'knocked out.' I told him that the bid was in accordance with plans and specifications which I myself had drawn for the executive board, that it was regular and must be reported on favorably.

Rumelin was insistent, witness said. "Rumelin called several times that morning and was very anxious to have the Maney bid got out of the way. I refused every time to do as he asked, and at about noon Rumelin, Scoggin and I walked down the street together, Scoggin and I being accustomed to go to lunch at that time. When we reached the corner of Fifth and Morrison streets, Rumelin said he wanted to see me for a minute, and Scoggin went on across the street. Rumelin then said there was \$5,000 in it for us. If we 'knocked out' the Maney bid, he said, he and I would get our share of the money, which was to be divided among three or four men. I flatly refused to do anything of the kind, and I then crossed the street to Scoggin, told him Rumelin's offer, and instructed him to make out the report as soon as we reached the office again, which he did.

Scoggin was present at one time when the matter was brought up by Rumelin. We wrote the report to the executive board as soon as we got to the office after lunch and recommended the acceptance of the Maney bid for \$23,121 for the Marquam gulch bridge.

MAIL BUSINESS GROWS RAPIDLY

Has Increased Nearly Thirty-Five Per Cent Within a Year.

Immense Influx of Settlers Shown by Postoffice Rush Says Mr. Minto.

Mail clerks on trains running into Portland on the Oregon Railroad & Navigation company and Southern Pacific are nearly overwhelmed by the flood of letters flowing in this direction, and with only six new carriers and 10 new clerks in the local postoffice the force is taxed to its capacity to care for the 34.7 per cent increase that has taken place in the last year.

Even St. Louis had the increase, although not so great as on the other two roads. "Three months ago," said Postmaster Minto, "we took up the matter with the department, and secured more help, but since that time the increase has been so great that more assistance is now needed. Within the past 10 days the

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TERRORISTS KILL CHIEF OF POLICE

Russian Official Blown Up by Bomb—Hundreds Killed in Caucasus Race War Between Tartars and Armenians—Linievitch Foretells Complete Disaster.

St. Petersburg, June 22.—A dispatch from Czenstochow says that the chief of police was mortally wounded today by the explosion of a bomb thrown at him by a terrorist. The assailant is unknown and escaped. Reports from Eriwan district state the race war between Tartars and Armenians has broken out afresh and 250 casualties occurred in the rioting yesterday. Troops are powerless to preserve order.

It is stated on high authority that the greatest uneasiness is felt in military circles on account of the movement of Japanese troops through Korea. It is reported that Linievitch has informed the czar that he sees no possible way of checking General Hoesgawa, who landed in Korea at the head of a large detachment several months ago and is now reported moving northward. If Hoesgawa has succeeded in effecting a junction with Nogi, Linievitch has said that disaster is inevitable.

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23 DEATHS IN WRECK

Twentieth Century Limited Jumps Track Running at Terrific Speed

FLAMES ADD TO HORROR OF RAILROAD DISASTER

Said to Be Work of Miscreants Who Opened Switch—Theory is Advanced That Speed Was Too Great.

(Journal Special Service.) Cleveland, Ohio, June 22.—Twenty-one lives were lost according to late reports in the wreck of the Twentieth Century Limited of the Lake Shore railway at Mentor at 8:20 o'clock last night, and more than a score were injured on the record-breaking train which, while traveling at 70 miles an hour, struck an open switch in front of the Mentor station and plunged with frightful momentum into a freighthouse several hundred feet distant, and was transformed into a mass of wreckage which caught fire.

Few people in the forward combination car escaped death or injury. Rescuers fought the flames to recover the dead and succor the injured. The latter were taken to Cleveland on a special train and removed to the hospital.

Railway officials say the switch was misplaced by a miscreant with the deliberate intention of wrecking the limited. The dead are: Thomas R. Moran of the Wellman-Seaver Mortgage company, Cleveland; burned to death. James H. Gibson, Chicago. Ray L. Rogers, New York. L. M. Eyrick, Cleveland, Ohio. E. H. Wright, commercial traveler, Chicago.

J. R. Bennett, patent attorney, New York; burned to death. Earlbaugh Millwaukee. M. Walter, insurance salesman, Hamburg, New York; scalded to death. W. D. Macey, porter, Chicago. Henry T. Rines, barber buffet car. F. J. Brant, trainman, Toledo. J. A. Bradley of Akron. Archibald P. Head, London. Charles H. Wellman, Cleveland. Allen Tyler, engineer. S. C. Beckwith, advertising agent, New York.

E. E. Naugle of Chicago, president of a railway supply house. H. C. Meehling, president of the Wheeling Corrugated Iron company, New York, identified in the morgue by eye-witnesses.

Arthur L. Johnson, Cleveland, identified as morie. L. M. Erick, manager Keith's theatre, Cleveland, unaccounted for. Two of the three bodies at the morgue are so badly burned that it is impossible to determine their sex. J. H. Langdon of Chicago is in a critical condition and may die. Fireman E. A. Gorman of Norwalk is fatally injured.

The question is being asked, was the limited traveling so fast that she left the track of her own momentum? Fireman Gorman told General Manager Marshall that both he and the engineer saw a white light on the switch. Railroad men say it is impossible for the switch to show a white light and be turned at the same time. Railroad officials have begun an investigation. There is a possibility that the 75-hour train will be discontinued as a result.

The train was crowded, practically all its accommodations being taken when it left the city. It was behind time, and the greatest of speed was being made to make up the lost time. Traveling at a rate of more than a mile a minute, the heavy train was hurled to its doom with a momentum that was appalling. For a distance of 35 yards the engine ran on the rails, and then leaping from the track, turned on its side. The heavy tender was hurled entirely over the engine and was buried in the wreckage.

The combination car was buried with terrific violence on top of the engine and tender and in a moment was enveloped in flames. The Chicago sleeper, which was immediately behind the combination car, swung from the track and, crashing into the depot, was completely buried in the wreck of the building. The violence of the crash was such that the depot collapsed on top of the wrecked coach.

The next step following was left on the track behind, and the other remained upright on the rails. An instant after the crush of the wreck the boiler of the engine burst with terrific force, scattering fire and steam through the wreck in a manner that made escape for the helpless imprisoned passengers impossible. Vice-President Brown of the Lake Shore announced today that the arrest of persons suspected of being in the plot, which he declares resulted in the wrecking of the New York Flyer at

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THE FAIR IS ON A PAYING BASIS

The Lewis and Clark exposition is ahead of its schedule. It has had a larger attendance, in proportion to the population of Portland and vicinity, than any other exposition ever held in America.

As the end of the first month draws near the officials themselves are scarcely able to believe the figures spread before them for comparison. They demonstrate that the fair is on a paying basis right now, with its three heaviest months still to come.

Colonel Henry E. Dorsch, director of exhibits, has taken the trouble to prepare statements as to the attendance at Portland compared with that of other fairs he has visited. The results are astonishing. The computation shows that for the first month the attendance at the Lewis and Clark show is 200 per cent greater than was the attendance at any previous exposition, considering the population within a radius of 500 miles.

The daily attendance here thus far has averaged something like 11,000, ranging from 7,000 to nearly 40,000, passes included.

At Omaha's exposition the attendance for the first six weeks never was higher than 8,000 on any day, and once it touched the modest total of 2,500, a figure that is as yet unknown to Portland's project.

At Buffalo, the first month's daily attendance was between 8,000 and 15,000, and Charleston shows only 1,000 to 2,500 for the same length of time. Even St. Louis had an attendance one day during the first month of 13,374, and only on two days did the attendance in the first month surpass 22,353.

"In looking over my scrap book," said Colonel Dorsch, "I was astonished to learn how well this fair is being patronized. Our percentage of passes is smaller than at any previous exposition—not over 20 per cent of the admissions, while at Chicago and St. Louis there were days when 50 per cent of the total admissions were free. Considering the population of Portland and the surrounding country, our attendance is 200 per cent greater than that of any other fair."

"Buffalo is the center of a population of 40,000,000 people, within 500 miles, but its record is nothing compared with ours. Omaha was the only fair which succeeded financially, and the reason was that the people of that locality were loyal to the project. It was almost impossible to find a man who did not have stock in it, and everybody

was willing to pay admission every day. "This eternal begging and dickering for passes was unknown. The result was that five days after the fair was closed 75 per cent of the capital stock had been paid out of the treasury and six weeks after the close 92 1/2 per cent had been refunded. The other 7 1/2 per cent would have been forthcoming but for a suit which the corporation lost, at a cost of \$40,000.

"It delights me to see that the people of Portland are just as loyal to this fair as the people of Omaha were to theirs. It is a pleasure to look at the crowds which throng the grounds daily. They are happy, well satisfied and full of praise for the exposition. The management is adhering closely to the line of economy. Every division is cutting down expenses wherever possible.

"The fair began with a clear balance sheet. And it is my opinion—I am not unreasonably optimistic—that this exposition will pay its stockholders their money back with interest. The figures show it. There has been no such record before."

Colonel Dorsch is not alone in his estimate of the financial outcome of the enterprise. President Goode has been studying tables with extreme interest and is overjoyed at the showing thus far. If ever the prediction was warranted that the fair is a success, this is the time.

ROOSEVELT GETS L. H. D. FOR MAKING SPEECH

Williamstown, Mass., June 22.—President Roosevelt received the degree of L. H. D. (doctor of human letters) from Williams college this morning and made an address to the graduates.

Joseph Choate and Elihu Root received the degree of LL. D. The president was up early at the home of President Hopkins, where he spent the night. After breakfast he took a carriage ride about the village. At 11 o'clock the president was escorted to the Congregational church, where the commencement exercises were held. At the close of his address the president made a speech to the townspeople from a stand in front of the church.

Then he hurried to a train and left at 1:30 p. m. for Washington.

NO STAY FOR HOCH—HE DIES TOMORROW

Chicago, June 22.—Following the refusal of State's Attorney Healy to agree to arrangements giving Johann Hoch another week in which to raise funds to appeal his case, Governor Deneen today withdrew the order for the stay of execution and it is likely that Hoch will be hanged tomorrow. His attorney and religious adviser are at Springfield to make a final appeal to the governor. Hoch is in a state of nervous collapse as the result of the withdrawal of the stay of execution.

DISASTROUS WRECK ON THE RIO GRANDE

Grand Junction, Col., June 22.—The second section of No. 5 west-bound Denver and Salt Lake, Rio Grande Western passenger train was wrecked at 3 o'clock this morning at Pinto, 44 miles west of here. Five coaches were derailed and a loss of life is reported. Among the dead is Engineer Schrader of this city. It is known that many passengers were injured, and a relief train has gone to the scene.

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