

SEEKING WOMAN WHO CUT UP BODY OF SUIT CASE VICTIM



SEP 19 8 30 AM 1905
Mrs L J Geary
685 Main St
Cambridge
Mass

Dear mother I have just arrived in Salem have been sick with dysentery and was not able to write before. Please find the which I have written. Remember me to your family. Love + kisses

Do not write until you hear from me. If any letters are forwarded to the house keep them for me. Your loving little



Susan Geary, victim of the Boston suit-case murder, Morris Nathan, her fiance held in connection with her death, Mrs. Geary, her mother, and her final letter home.

King company received a note signed P. H. Smith, M. D., Boston, saying that Ethel Durrell, the stage name of the girl, was ill. On September 19 a letter in the girl's handwriting postmarked Salem was received by her mother. September 21 a suit case containing the torso of the girl was found in Winthrop bay, Boston harbor. On October 20 the second suit case was found containing the arms and legs of the girl. On October 27 the body was identified by the girl's mother by means of three rings that she wore. On November 5 the girl's head was recovered in a grip that had been weighted with shot. Death in Hospital. On October 28 Morris Nathan, the girl's sweetheart, was arrested in Pittsburg, charged with her murder. A few days later he confessed that he knew of the girl's misfortune and that she talked of appealing to a Boston physician. A few days later the arrest of Dr. McLeod and two hospital attendants followed, named Louis Crawford and William Howard. The latter two admitted that Dr. McLeod performed the second operation. According to Howard and Crawford, a week before her death Susanna Geary was sent to a house on Tremont street by Nathan, where an operation was performed by the doctor for whom the police are now searching.

(Journal Special Service.) Boston, Mass., Nov. 10.—The police are still looking for the person who did the cutting up of the body of Susanna Geary, the chorus girl of the Shepherd King company who was the victim of the suit case murder. Dr. Percy D. McLeod, who performed the operation from which the girl died, is at liberty on \$20,000 bonds. It is said that the person who dismembered the body of Susanna Geary is a woman. This much was obtained from the confession of Morris Nathan, the fiance of Miss Geary. Dr. McLeod is known to have performed a second operation in the hope of saving the life of the girl after a previous operation had been performed and it is supposed that the woman in question performed the first operation. With the arrest of this party, the entire conspiracy will have been unearthed and the most startling crime that has puzzled the detectives of this city in many years fully solved. The history of the case is as follows: History of Case. On September 8, last, Susanna Geary bade her mother, Mrs. C. F. Geary, goodbye at her home at Cambridge. September 9 she made her last appearance with the Shepherd King company in Boston.

ERIE MONUMENT IS UNVEILED AT DEPOSIT
(Journal Special Service.) Binghamton, N. Y., Nov. 10.—The monument erected by the Erie Railroad company at Deposit, directly opposite the signal tower, east of the Erie bridge over the Delaware, to commemorate the exact spot where the first ground was broken for the Erie railroad system in 1816, was unveiled today with appropriate ceremonies. A large number of officials of the Erie road and other railroad men attended the exercises, as well as a large crowd of people from New York and other cities in this state. The first regiment band of Binghamton furnished the music for the occasion.

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STEEL CARS IN DEMAND TO REPLACE WOODEN ONES
All Plants Running at Full Capacity Cannot Begin to Supply Demand.

(Journal Special Service.) Chicago, Nov. 10.—Orders have already been placed for steel cars that will keep every plant in the country running to its full capacity until October or November of next year. Owing to the unprecedented demand many plants are rapidly increasing their capacity. The Pressed Steel Car company is now turning out 100 cars daily. The Standard company is making 85 daily, and the American Car & Foundry company 85. Barney & Smith are to immediately begin the construction of a plant. By the middle of next year the capacity of these plants will be increased to 300 cars daily. There are more than 1,500,000 wooden cars in the service and to replace all of them with steel cars will require 25 years at a rate of 300 cars daily and 250 days to the year. This does not allow of any increase and it is apparent more plants must be built.

HETTY GREEN'S BUILDING DECLARED A NUISANCE
Chicago, Nov. 10.—Both the health department of the city and the building department have condemned the old dilapidated building known as the "House of Blues", which is the property of Mrs. Hetty Green, of New York, who is considered the richest woman in America and also the most stingy. Suit has been brought against Mrs. Green and her agents to compel them to demolish the building, which is considered one of the most dangerous and unsanitary structures in the entire stock yards district.

POSTAL CARD FAD IS EXPENSIVE

People Wasting Thousands of Dollars Daily Through Ignorance of Mail Regulations.

MILLIONS OF MISSES SENT DEAD LETTER OFFICE

Two Cents Postage Required on Majority of Cards on Which Only One Cent Is Placed—Leather Work Included.

(Washington Bureau of The Journal.) Washington, D. C., Nov. 10.—The postcard fad, which has swept the country from one end to the other, is costing the people of the United States thousands of dollars every day, for which they get no return whatever, not even the satisfaction of knowing that their friends receive the postal cards which they dump into the mails by the hundred. This state of affairs is due to the fact that there is an entire misapprehension as to the postal laws and regulations applying to the postal rate on these mailing cards. The law recognizes two classes of these cards, one which are in strict conformity with the regulations, and upon which the postal card is printed in conspicuous letters on one side with notice that only the address may be written on that side.

Need Two Cents Postage. If cards of this character are of the right size and right texture, they go through the mails carrying a message on the reverse side at the rate of one cent for each card, but if they happen to fail to comply with the regulations, two cents postage is required, and this is where the trouble comes in. At the present time there is a concern in Washington manufacturing cards from macerated money, that is to say, bank bills or greenbacks which have been reduced to treasury and destroyed, the pulp thereby created is sold and pressed out into post cards. But these cards do not comply with the regulations in that their texture is a different character from the regular postal card.

Leather and Aluminum. There is another class of cards very popular today made of leather and aluminum. Literally hundreds of thousands of these missives have been sent to the dead letter office because the sender attempted to have their souvenirs reach their destination with the attachment of a 1-cent stamp only. The English postal laws permit the writing of a portion of a message on the address side of a post card, and the stores of nearly every city in the United States have thousands of these cards exposed for sale, which are purchased with the idea that the English law printed conspicuously thereon applies to the United States postal service. This is not the fact, and all such cards find their way to the dead letter office, where literally tons of them are destroyed every year.

Cards With Doors In. There are, in addition to these cases cited, a number of popular cards manufactured today, which have a sort of door in the back of them, which, upon being opened, reveals a long strip containing pictures of public buildings and points of interest. These are a slick contrivance, and the manufacturers printed on the face, in the space reserved for the postage stamp, words to the effect that one cent will carry them anywhere. The fact is, these cards, as they are called, are made only of merchandise, and when sent to foreign countries the charge is 10 cents instead of 1 cent. As a consequence, thousands of these cards find their way to the dead letter office. It would be a sort of people who have no idea of the mass of material of this kind, which is improperly mailed, to see just how much of it is thrown out every day in every large city in the country.

Dead Cards for Japan. The contributions from San Francisco and New York to the pile of dead matter which comes to Washington foot up to literally carloads each month, and within the past few years, or since the postal fad started, the "dead cards" addressed to Japan alone, which have been sent on here from San Francisco, would be sufficient to paper every room in the White House with these missives. People who desire to remember their friends with souvenir cards, and about five people out of every 10 do so nowadays, should consult the postal authorities in the city which they mail their missives if they desire to avoid the loss of the postage and the original cost of the card.

SALOON MEN FAIL TO MAKE ELGIN OPEN TOWN
(Special Dispatch to The Journal.) Elgin, Or., Nov. 10.—For several weeks the saloon men of this city have been making an effort to make Elgin an open town, but so far have failed. The present city council compel the saloons to close their places of business at midnight and all day of Sunday. Since the extension of the O. R. & N. beyond from this place to Wallawa county, a large number of men, who are engaged in the construction work, and the saloon men, who want their trade, have petitioned the council several times to have the ordinance regarding Sunday closing revoked. A large floating population that always follows railroad construction work has inhabited the town since operations began, and as a consequence the hotels could not accommodate the people. Several railroads subcontractors also favor a wide-open town. They argue that it is impossible to hold this class of men in a "closed" town. The council has refused every proposal to open the town.

TWO TOWNS WANT NEW PROJECTED SAWMILL
(Special Dispatch to The Journal.) Elgin, Or., Nov. 10.—The George W. Palmer Lumber company, with headquarters at La Grande, and which also has interests in this section, has announced its intention of installing at Elgin or at La Grande a large sawmill of 100,000 feet capacity daily, employing 200 men. This company owns a large area of timber property in the Elgin mountains north of Elgin, which will be tapped by the extension of the O. R. & N., and as soon as railroad facilities will permit access to this great timber belt, the company will begin construction of the large mill. La Grande and Elgin commercial bodies are bidding for the mill.

Just Arrived. We have just received the second shipment of ladies' large cowboy hats, in white, brown and nutria. Samuel Rosenblatt & Co., corner Third and Morrison streets.

Football. Willamette University vs. Multnomah. One of the season's best games was played Saturday, November 11, at 5 o'clock. Multnomah Field. Admission 50c.

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Saturday Specials

Twelve different styles of regular \$18 garments. There are about 100 of these coats, Empire, box, ripple; long, medium and short lengths. Tomorrow..... **\$10**

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New Winter Shirtwaist Suits

Don't fail to call and see these—and don't fail to note that we show more Coats in our window than any three stores in Portland. We have strong assortments of Suits, Long Coats, Box Coats, Jacket and Eton-style Suits—you will get what you want.

WE WANT YOUR TRADE, and remember, we own, operate and maintain a manufacturing plant for the making of Ladies' Garments, and have the real man tailors to fit you. The garments you purchase in our store will be handled in an expert manner. You will find no such equipment elsewhere as we maintain at our store. We have a splendid line of Silk Petticoats, Dress Skirts, etc.

SPECIAL NOTICE—From 6 p. m. until closing time, 9:30 o'clock—Saturday evening, the famous \$1.50 Sunburst Plaited Skirt will be sold at **75c.**

THE J. M. ACHESON CO.

FIFTH AND ALDER STREETS

VATICAN WORRIED OVER PONTIFF

Evidence of Pope Pius' Physical Decline Causes Great Anxiety in Church.

PRELATE SUFFERS FROM DISEASE OF THE HEART

Adherents of Church's Right to Temporal Power Give Pontiff Considerable Trouble Which Aids in Undermining His Health.

(Journal Special Service.) Paris, Nov. 10.—Dispatches from Rome regarding the health of Pope Pius. His immediate entourage and the whole vatican has become greatly worried at the evidence of his physical decline. It has been discovered that the pope has been suffering for several years from an affection of the heart, which has latterly given the physicians much anxiety. The pope's closest advisers have cautioned him not to engage in further fatiguing receptions, and told him his temperament is quite the opposite of the late Pope Leo XIII, who was so well able to stand long fatigues. While Leo was inclined to be rather cold and completely self-contained, Pope Pius is of an emotional disposition, impressionable and easily agitated. Adherents of the old papal policy of rigorously upholding the church's right to temporal power, opposed by Pope Leo, and equally set aside by Pope Pius, are giving the pontiff considerable trouble, undermining his policy of maintaining an "quiet cordiale" with the Italian government. These cards and worries add the natural physical failing that is seriously undermining his health.

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STEEL CARS FIRST USED IN SOUTHERN SUGAR TRADE

Henry Clay Evans Returns From London to Go Into Manufacturing Business.

(Washington Bureau of The Journal.) Washington, D. C., Nov. 10.—Henry Clay Evans, who for a year or more was consul-general to London, in which position he was recently succeeded by former Postmaster-General Wynne, has returned to Chattanooga, Tennessee, where he has engaged in the manufacture of steel cars. Speaking of the recent announcement that the Pennsylvania and some of the other large railroads propose to adopt steel as the material for the manufacture of passenger coaches, Mr. Evans said today: "It is not generally known, but it is a fact nevertheless, that about 20 years ago we began the construction of small steel cars for the sugar cane trade of Louisiana. At first these cars were of one ton capacity and were built to run upon railroads of only two feet gauge. Gradually the orders for increased sizes in these cars have grown until today we are building all these cars of 20 tons capacity and of a gauge only slightly under the standard. This only indicates that the southern planters are adopting modern methods and they have learned that the larger the load hauled at one time the cheaper the cost of transportation. "I expect," concluded Consul-General Evans, "in a very few years the majority of the railroads in the country will abandon wood practically altogether and will confine their rolling stock to steel only."

WORK BEING RUSHED ON SELLWOOD PLANTS

(Special Dispatch to The Journal.) Sellwood, Nov. 10.—Work is progressing very rapidly on the big plant of Hillburn & Co., on the river front near the tannery. This company is now erecting a big scouring mill and wool piler. Two buildings are now in course of construction. The larger one, on the water front, is three stories in height and is 40 by 100 feet in size. The other is a one-story building, 40 by 30 feet. A spur is being built from the O. W. P. & Railway company's line. This track will be completed in two or three days.