

GOOD EVENING

THE WEATHER.

Fair tonight and Saturday; heavy frost tonight; easterly winds.

VOL. V. NO. 9.

PORTLAND, OREGON, FRIDAY EVENING, MARCH 16, 1906. SIXTEEN PAGES.

Journal Circulation

Yesterday Was 25,556

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

THE CITY COUNCIL CHOUSES PORTLAND OUT OF \$440,000

Status of the Front Street Franchise Fight as It Looms to the Onlooker Today.

RIVAL BIDDERS GET TOGETHER AND CITY LOSSES HEAVILY

Only a Week Ago Willamette Valley Traction Company Offered \$110,000 Cash, and \$1 for Every Car Passing Over Line.

THIS WOULD BE EQUAL TO \$566,250 IN 25 YEARS

United Railways Company Offered \$150,000 and Its Offer Included Two Miles of Right of Way for Subsidiary City Lines.

Front street franchise, for which the city was offered, only a week ago, compensation amounting altogether to over \$200,000, are apparently to be sold for \$260,000. The two rival corporations which were rival bidders for the franchise have succeeded in getting together and they have patched up their differences. The council has virtually agreed upon all the terms of the franchise, and while the executive board will be called on to name the compensation to be paid the city, this is a mere formality, for the ultimate decision rests with the council. Mayor Lane may veto the ordinance after they have passed it, but it is said that at least 12 of the councilmen are prepared to pass them over his head.

Only a week ago the city was offered by the Willamette Valley Traction company cash amounting to \$110,000, and a tax of 11 per cent on every car passing over the proposed front street line, which it was estimated would yield the city a revenue of \$485,350 during the 25 years that the franchise was to run. This made a total of \$566,250 which the city would receive if the Willamette Valley company were granted the franchise it desired.

Offered Right of Way.
At that time the United Railways company was a competitor of the Willamette company for the front street franchise and was offering the city \$150,000. The application of the United Railways included, however, nearly two miles of right of way for subsidiary lines to be used for their proposed street railway system.

At the special session of the city council yesterday afternoon and evening the two ordinances were read, and the ordinance of the United Railways was approved. The Willamette ordinance will be considered by the street committee this afternoon and will come before the council again next Wednesday. Another special session is to be held. It is understood that both ordinances are to be passed in substantially their present form. They will be sent to the executive board in accordance with section 103 of

A FRANK ADMISSION OF CIRCULATION WEAKNESS AND A LACK OF CONFIDENCE IN ITS CLAIMS

The Journal exceeds its contemporaries, both of them, morning and evening issues, in paid circulation in Portland and Oregon. The evening newspaper twin gets excited and hysterically sputters editorially concerning "Fake Map Making," and probably speaks adversely from its own experience in that line of work.

The Journal here repeats what it has stated many times before: "The publisher of The Journal suggests that a circulation investigation committee be selected, the newspaper twins to select one member thereof. The Journal one, and these two one other, these three to select the other three of the circulation of the three papers in the city any, when the expense of the canvass to be paid by the paper having the smallest circulation."

The Journal's evening contemporary "comes back at us" with this equal, not to say whine:
"The conduct of an honest and efficient canvass is an expensive affair. With a large force of workers—all the reliable canvassers who could be procured at the time it required more than a month for the Telegram to complete the task. This paper has gone to considerable expense to procure for its own satisfaction and the satisfaction of its advertisers, an exact statement of fact as to the absolute comparative circulation of the two Portland afternoon newspapers. No sensible person would expect us to repeat this expenditure, or even a portion of it."

This utterance reads like real humor in the light of the facts. If either of the newspaper twins can substantiate its claims by the results of the proposed circulation investigation, it would incur any expense, because The Journal will agree to pay the whole expense of the canvass, if its paid circulation is not proven to be greater than that of its evening contemporary, or that of its morning twin.

Reading between the lines, The Journal's esteemed evening contemporary indirectly acknowledges that in a joint canvass it would be second or third in the circulation race and would, therefore, have to stand the expense thereof, which seems to send a cold shiver down its editorial spine, that is denied the stimulus of a vigorous circulation so necessary to a newspaper in this day and age.

The Journal feels kindly to its contemporary for its frank confession of weakness in circulation, as well as for the dread that appears to pervade the whole establishment when it comes to a risk of parting with its money in a fair and square canvass as proposed.

The live advertiser seeks the paper of largest paid circulation and is entitled to know beforehand what he is to get for his money. The Journal pledges itself to deliver the goods and in no case to accept the money otherwise than according to its claims and promises—based upon its proved paid circulation. Will its contemporaries openly state as much?

MOVE TO FREE POINT LOST BY HERMANN

Motion Made to Quash Indictments Against Western Federation Officials Made in Caldwell Court.

(Special Dispatch to The Journal.)
Boise, Ida., March 16.—In the district court at Caldwell this morning attorneys for the Western Federation of Miners filed several objections to the indictments returned against Moyer, Haywood and Pettibone, charging them with the murder of ex-Governor Steunenberg. A motion was made to quash the indictments, and a motion to strike the indictment from the files on the charge that Governor Gooding, County Attorney Van Duyn and Attorney Hawley had entered into a conspiracy with the governor of Colorado to kidnap the defendants, bringing them from their homes to Idaho without giving them opportunity to avail themselves of their constitutional rights.

It is also charged that after the grand jury was impaneled Foreman Moss went to Boise and had a consultation with the governor and Attorney Hawley in which he expressed opinions prejudicial to the defendants. Objection is taken to the indictment as being illegally found by the grand jury, which was unlawfully summoned and impaneled.

Attorneys for the prosecution demanded a hearing on the motions and charges, and that witnesses be summoned to testify. The court set the time for the hearing tomorrow at 9:30 o'clock, when the evidence will be heard and a final ruling will be made. It is also charged that after the grand jury was impaneled Foreman Moss went to Boise and had a consultation with the governor and Attorney Hawley in which he expressed opinions prejudicial to the defendants. Objection is taken to the indictment as being illegally found by the grand jury, which was unlawfully summoned and impaneled.

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KILLED BY FONDNESS FOR ABSINTHE FRAPPES

(Journal Special Service.)
New York, March 16.—Traveling under an assumed name to "see the sights of New York" and drifting four days in and out of the various cafes and resorts in the Tenderloin, he was finally overtaken by death from acute alcoholism, is the tragic story of James C. Conant, a wealthy Pittsburgh cafe proprietor and theatrical man. He drank 50 absinthe frappes a day for four days. Dr. John Joyce treated Conant Tuesday in a house at West Sixty-eighth street for alcoholism and was summoned today to treat him again, but found him dead.

Despite the evidence of death from alcoholism the police are investigating a story of a quarrel Conant had at the Hotel Navarre with two women. During the quarrel one of the women is said to have drawn a revolver.

CONFESSES TO PERJURY IN PARKHURST PLOT

(Journal Special Service.)
New York, March 16.—George Rogers, who made a complaint relative to a plot to assassinate Dr. Parkhurst, confessed to perjury yesterday afternoon. He said the story was a fabrication from the start and made in the hope of securing a life position from the doctor. Rogers is held for further investigation.

TRANSPORT THOMAS AT THE GOLDEN GATE

(Journal Special Service.)
San Francisco, March 15.—The transport Thomas arrived this morning from Manila by way of Japan and Honolulu. She brought a few troops and many passengers. The Thomas is scheduled to sail again for the Philippines in ten days with troops.

MRS. W. E. COREY MAY JOIN HER HUSBAND

(Journal Special Service.)
Riverside, Cal., March 16.—Mrs. W. E. Corey, wife of the steel magnate, who is here, refuses to be interviewed today. Rain prevented the party from leaving today. It is believed she intends to join her husband at Pittsburg, but all in the party are clam-like.

NOTED ANARCHIST IS DANGEROUSLY ILL

(Journal Special Service.)
Cincinnati, March 15.—John Most, the anarchist, is dangerously ill at the home of a friend in this city. While the nature of his ailment is unknown his condition is said to be extremely critical.

Solot Brown and Aspinwall.
(Special Dispatch to The Journal.)
Olympia, Wash., March 16.—The board of control has selected Claude C. Aspinwall of this city to act as permanent secretary of the board, and James H. Brown, the well-known newspaper man, as clerk.

BAKER MAKES DENIAL WRECK ON THE RIO GRANDE

Chairman of Oregon Republicans Denies Statement That He is in Washington Seeking Collectors.

(Washington Bureau of The Journal.)
Washington, March 16.—Chairman Baker was asked today if his mission here was not to secure the collectors' collectorship of the Port of Portland and if he counted on National Chairman Cortelyou's help to get the place. In reply Baker said: "The report that I am here to secure the collectorship is absolutely unfounded, and the report that I am Postmaster-General Cortelyou's choice for the position is absurd. Senator Halton will name the collector when the time comes, but certainly not before Patterson's term expires. I am not here in my own interest or the interest of any candidate for office, my mission being simply on behalf of the state committee in arranging for the June campaign."

"I have no idea of applying for office. In fact, my private interests will preclude me from even serving as chairman of the state committee longer than my present term."

Mr. Baker is most delightfully mysterious. He makes the usual protests and the usual denials, but swearing he'll never consent, it is nevertheless within the bounds of possibility that he will consent just the same.

His political associates having noted the somewhat suspicious fact that he attended his efforts as state chairman were anxious to have him retain that job. But he himself says that the present number may never be known, as the cars containing the victims were entirely destroyed by fire and 35 were injured.

The two passenger trains loaded with human freight rushing at a high rate of speed met with terrific force on a curve. The locomotives, baggage, the smokers of both trains were overturned, while the rest of the coaches were piled in awful confusion. The sleeping cars alone escaped destruction. Gas tanks exploded and in a few minutes the entire mass of wreckage was a seething cauldron of flames while dozens of helpless passengers pined in the debris-coated slowly to death in sight of would-be rescuers and survivors.

GAS TANKS EXPLODE AND CARS BURN WITH THEIR OCCUPANTS

Denver, March 16.—Bulletin.—An official statement issued at the office in this city of the Denver & Rio Grande railroad this afternoon says that not over 10 were killed and 90 injured in the Adobe wreck.

(Journal Special Service.)
Denver, Col., March 16.—One of the most disastrous wrecks in the history of the country took place on the Denver & Rio Grande railroad at Adobe station, four miles east of Florence, at 2:20 o'clock this morning, when the Utah-California express, a double-header, collided head-on in a snowstorm with the Leadville local. It is reported that 50 passengers were killed, though the exact number may never be known, as the cars containing the victims were entirely destroyed by fire and 35 were injured.

The two passenger trains loaded with human freight rushing at a high rate of speed met with terrific force on a curve. The locomotives, baggage, the smokers of both trains were overturned, while the rest of the coaches were piled in awful confusion. The sleeping cars alone escaped destruction. Gas tanks exploded and in a few minutes the entire mass of wreckage was a seething cauldron of flames while dozens of helpless passengers pined in the debris-coated slowly to death in sight of would-be rescuers and survivors.

Mistake in Orders.
The wreck is due to a miscarriage of orders. It is said by dispatchers at some division point. Relief trains were made up as soon as the news reached Denver and assistance was rushed from Denver, Pueblo and Florence. General Manager Ridgeway, who was directing the clearing of snow blockades at Alamosa, rushed aboard a special train to the scene. A dozen injured were taken to Pueblo.

Engineer William Hollis and his fireman, Consullette, were killed and another fireman, J. H. Smith, escaped by jumping, but was badly hurt. Express Messenger McCartland was badly injured, pinned down under the wreckage and burned to death while friends stood helplessly by. They threw snow over the man trying to save him and extinguished the flames, but all efforts failed.

The majority of the dead passengers were in the forward coach of the westbound train. How many dead there are will probably never be definitely known, as this car, with ten others, was entirely consumed. Railroad auditors are preparing a report of the dead and injured.

Impact Was Terrible.
The impact of the collision was terrific. The passengers were hurled in every direction and those who escaped into the blizzard suffered severely from exposure. The rocky character of the country where the wreck occurred, added to the difficulty of the situation. The greatest confusion ensued after the first lull following the crash and the groans of the injured were added to the escaped steam of the wrecked locomotives. The forward coach of the westbound train was telescoped and the other cars reduced to wreckage. One after another the gas tanks underneath the coaches exploded and soon the scene was brilliant with a glare of the burning debris.

Many heart-rending scenes occurred at the wreck according to survivors. One man who was badly hurt and pinned under a rod, begged the others to help him, but they tried in vain. The flames reached the spot and he said: "I am too badly hurt to want to live."

HANGS HIMSELF FROM TREE IN SCHOOL YARD

(Special Dispatch to The Journal.)
Tacoma, Wash., March 16.—W. A. Holland, a middle-aged contractor, who came here from Lewiston a year ago, was found hanging to a tree dead, near the High School building, this morning. Holland had been out of work for six months and was despondent. He disappeared from his home three days ago and search has been under way for him. He leaves a wife and one child.

WANTED IN CALIFORNIA—ARRESTED IN BUFFALO

(Journal Special Service.)
New York, March 16.—Clifford Jones, in custody of Los Angeles police officers, wanted in California for stealing a motor car, is here today awaiting extradition. He was arrested at Buffalo in company with his alleged wife, Stella Murray. The man and woman will be taken west.

MINERS' COMMITTEES TRY TO AVERT STRIKE

(Journal Special Service.)
Indianapolis, Ind., March 16.—The United Mine Workers convention did not work this morning. Fights are being waged in the committee. The scale committee has decided to reply to the anthracite operators' refusal to yield to their demands.

PROPOSED LIQUOR BILL

(Journal Special Service.)
Washington, March 16.—The House committee on judiciary today began hearings on the Doolittle-Hepburn liquor bill. The hearings, which are to last five days, are confined to members of the house and senate.

CINCINNATI JUDGE FAVORS LABOR UNION

(Journal Special Service.)
Cincinnati, March 16.—Judge Ferris today refused to grant an injunction to the Campbell & Perkins company against its employees, who are members of the Leather Workers' union, declaring that while the employers had the right to hire and discharge whom they saw fit, the employees also had the right to quit with or without reason, and also said that the law gives the men the rights of organization for anything they can do as individuals, and said further that even picketing under certain restrictions was legal.

The Sunday Journal for Bible Students

Very few Bible students of Oregon have read of the recent discovery of important records. The Sunday Journal will have a special page, illustrated in colors, that will be of interest to every Bible student. The record of what is known as Joseph's fame has been unearthed and the story they reveal is most interesting. A grave of the Exodus Pharaoh has also been discovered and these two with several other important discoveries make an article of value to every one interested in ancient history.

The Sunday Journal in addition to this great article contains no end of good things to interest and instruct the reader. There is something to suit the taste of every one. For the women are the fashions and Mrs. Symes' beauty helps. For the children are the comic pages and other features, while for the business men and student are articles that they will read with interest. Very few business men know of the possibilities of trade in Brazil, or the amazing resources of that country. The Sunday Journal will contain an article by a special writer which will be of benefit to every business man who wants to extend his trade.