

SAY BANKER TO PRETEND ROBBERY, TIED HIMSELF

NO MONEY TAKEN ON DAY OF HOLDUP

QUEER TALE IS TOLD BY DETECTIVES

That C. S. Van Auker, the cashier of the State bank of Rainier, who claimed to have been held up and robbed by bandits on Labor day, was himself the culprit, and bound, tied and gagged himself to carry out an ingenious scheme to cover his own peculations, is the theory of the detectives engaged on the case. They also declare that no money was taken on the day of the alleged robbery, but that the coin had been obtained by the cashier and gambled away previously. Van Auker refuses to confess the robbery, but is very anxious to raise the \$1,527 he alleges was taken from him.

VAN AUKER IN OTHER ROBBERIES

Banker Admits Having Been Central Figure in at Least Five Other Holdups

CASHIER IS SEARCHING FOR FUNDS

Many Friends Visited, But Van Auker Has Not Succeeded in Getting Money

While Protesting Innocence, Says He Wants to Pay Back the Bank — Admits Gambling Losses — Declares He Will Kill Editor Kemp.

By S. B. Best. (By a Staff Correspondent.) Rainier, Or., Sept. 20.—Though still stoutly maintaining his innocence of complicity in the sensational holdup of the State bank of Rainier on Labor day, Cashier C. S. Van Auker, under surveillance of Detective Lou Hartman, is vainly endeavoring to raise funds to make good the shortage that resulted from the robbery. From Portland this morning and Van Auker visited many of his old friends, but up to a late hour had been unsuccessful in raising money.

Allege Clever Scheme Devised Whereby Coin Previously Taken Is Accounted for

Van Auker Denies Tales Told About Him, but Admits Gambling Propensities—Is Given Third Degree but Does Not Confess.

According to the detectives who have investigated the robbery of the State bank of Rainier, C. S. Van Auker, the cashier who told a thrilling story of being held up and tied by two bandits was himself the culprit. They are convinced that he prepared the rope that bound his hands and feet, and that the ingenuity of a crafty mind enabled him to find means of tightening the bonds. They declare that no money was taken on the day of the alleged robbery; that the stolen funds, obtained through falsifying accounts, had been gambled away, and that Van Auker, suddenly becoming desperate, resorted to the old scheme by which thieving bank cashiers sometimes seek to cover up shortages. Further than this they say Van Auker had laid plans for the theft of \$1,000 more, but for some unknown reason became alarmed and worked the robbery game before taking this money.

Denies All Accusations. Van Auker denies all the accusations, but has agreed to make good the \$1,527 for which his sponsors, the National Surety company of New York, stands liable. He spent most of yesterday appealing to local banks, but failed to raise the necessary money. As far as is known he got no encouragement whatever. This morning, accompanied by a private detective, he left for Rainier on the same errand. Before going to the train he sent telegrams to eastern friends explaining this money.

RICHEST WOMAN REFUSES TO PAY TAXES ON HOME

Hetty Green Announces That She Will Sell Her Summer Residence Rather Than Pay Assessment Placed Upon It by Bellows Falls Authorities.

(Journal Special Service.) Bellows Falls, Vt., Sept. 20.—Because the Bellows Falls board of raters raised her assessment from \$10,000 to \$100,000 Mrs. Hetty Green, the richest woman in the world, is going to shut up her summer residence here, sell it to the first buyer, even if she loses money on the sale, and quit the town for good. All of Bellows Falls is sorry that the board has "raised" Mrs. Green for her presence in this town proved to be a good advertisement. The people of the town were so favorably impressed with her that hitherto she has had her own way about the assessment and the board accepted her own figure of \$10,000 as the value of her villa. Mrs. Green said yesterday, when she found out it would cost her \$2,000 in taxes to hold her summer home. "The rat department wants my barn. A man with five children wants to rent the place, and they say they could use my house for a library. Well, I'll sell, but they'll never collect \$2,000 in taxes while my mind holds out. When I die," she said, "there is usually a funeral, but I will be out of Bellows Falls when these obsequies are held."

SENATOR UNABLE TO BE BEST MAN SENDS BIG CHECK

Clark Discovers He Has a Niece and Decides to Attend Wedding Which is Postponed Twice for Him, but He is Detained by Wrack.

(Journal Special Service.) Des Moines, Ia., Sept. 20.—Senator William A. Clark did not know that he had a niece living until he got an invitation to the wedding of Miss Grace Baker and F. A. Nichols, and he then decided to attend and be the best man, no matter how important his business engagements elsewhere might be. But Senator Clark found himself 300 miles away when his pretty niece became a wife. A railroad wreck in Kansas caused a sleep of the millionaire's plans, but he sent his regrets and congratulations and accompanied them with a \$10,000 check. Miss Baker is a daughter of Mrs. I. E. Baker, a sister of the Montana mining man who has long since been dead. The Montana man was not aware that he had such close relatives living until a few weeks ago. He telegraphed the girl on receipt of the invitation to delay the wedding until he could be present. She acceded to his request. Again Senator Clark asked a postponement because of important engagements and then tonight was selected as the wedding date. The senator started in plenty of time, but the wreck intervened and he was forced to wire his regrets. He is expected tomorrow, but the bride would not risk a third postponement of the ceremony.

FIVE THOUSAND LIVES LOST IN HONGKONG STORM

Terrific Loss of Life Caused by Typhoon—Another Storm Raged Last Night.

(Journal Special Service.) Washington, Sept. 20.—Consul-General Wilder at Hongkong cables: "Five thousand lives were lost and \$2,000,000 damage to property was done by the recent typhoon. Thirty steamers were wrecked and twenty others damaged. The American gunboat Caliac escaped injury and is assisting in the relief work. The consulate is intact." The latest estimate of the typhoon loss at five thousand lives is not confined to Hongkong harbor, as the storm devastated much of the coast. The passenger steamer which started for Canton with hundreds of passengers aboard before the storm has not been reported. Governor Sir Matthew Matham has cabled the British government that he thinks that only six Europeans are dead. A second storm, doing little damage here last night. Over 4,000 sampans and junks are missing from Hongkong alone. Wharves were swept away and houses collapsed. The military barracks are in ruins. Hongkong, Sept. 20.—Last night's storm visited fresh calamity upon the community. It is impossible to give the number of killed, but it is known that many lost their lives and untold damage was caused to property. The extent of Tuesday's storm is still unknown. Conservative estimates place the loss at \$20,000,000. The steamer Albatross with 150 passengers foundered near Futusumen pass, only six escaping. One hundred and thirty passengers and crew of the steamer Ting Foo are missing. The wife of Bishop Hoare has returned with a party from an unsuccessful search for her missing husband.



Mrs. Emma Watson on Her Way to the Federal Court From the County Jail, Accompanied by Deputy United States Marshal Kerrigan.

PLAIN DIRT USED FOR MORTAR

Engineer Rae Says Contractors Did Not Pave Russell Street From Williams to Gantenbein, According to Specifications

Remarkable charges regarding the specious used by contractors in improving streets were made before Judge Fraser in the circuit court this morning by George Rae, a civil engineer, in testifying in the suit of Julius Kraemer and others, against the city of Portland. The improvement of Russell street from Williams avenue to Gantenbein avenue, was in question. Engineer Rae testified that his tests of the concrete used for the foundation of the pavement showed that it was composed of one part cement, six of sand and twelve of stone, while the contract specified that the proportions should be one, three and six. The crushing strength of samples of the concrete taken from the part of the street improved was only 187 pounds, according to Mr. Rae, while the crushing strength of good concrete of the composition specified by the contract should be 2,000 pounds. Even concrete in the proportion of one, six and twelve, made with good cement, should have had a crushing strength of 1,000 pounds, said the witness. "The concrete was so soft that I had difficulty in getting a piece that would hold together, that was large enough to make a test with, and I secured my samples six weeks after the concrete was laid," said Rae. "I could take the pebbles out of that concrete with my fingers." The contract specifies also that vitrified brick should be used. About 75 per cent of the brick used was vitrified; the remainder was just common brick. The common brick absorbs much moisture and dries slowly, while good vitrified brick absorbs little moisture and dries very quickly. Much of the brick used in the paving of Williams avenue was so soft that it could be whittied with a knife. "The mortar between the bricks was not of the composition specified. It should have been composed of equal parts of cement and sand; a test showed there was one part of cement to five of sand. The joints between the brick were only about one third full of mortar. The rest was filled with street dirt." "Over 90 per cent of the brick in the pavement were loose when I examined them, about five weeks after they were laid. They should all have been firm." The suit was brought by Julius Kraemer, Nicholas E. Morgan, E. Hill, Elita Hill Schmauffer, Mary Duesel, the Baker-Boyer National bank of Walla Walla, Washington, Union Trust & Investment company, Odd Fellows' Hall association of Albino, Hiram C. Pallas, Christina K. Birrell and William Druck, all owners of property adjoining the improvement. They ask that the city be restrained from issuing warrants for payment for the improvement and from enforcing the collection of the assessment from the property-owners. J. M. Long appears as attorney for the contesting property-owners. The city, the mayor, auditor, treasurer, and Elwood Wiley, the contractor who did the work, are defendants, and are represented by Deputy City Attorney J. F. Kavanaugh and R. E. Giltner. They allege that the property-owners are trying to get the improvement without having to pay for it.

DISTANCE RATES WILL APPLY TO INTERIOR TOWNS

Railroads Announce Intention to Effect Cheaper Local Freight Tariffs to Comply With Order of Washington Railway Commission—New Rate in Operation Inside of Week

After conferences between the traffic departments of the railroad companies, it has been decided to put in a distance tariff to apply on all lines in Oregon, Washington, Idaho and Montana. The freight rates will be made to conform with the distance tariff promulgated by the Washington railway commission. The railroad companies will offer no further opposition to the announced program of the commission. It is expected that the new tariff will be put into effect within a few days. It will be made effective as soon as the commission's order issues, and this, it is said, will be done this week or next. Through the action of the Washington commission, the same results will accrue alike to the other states of the Pacific northwest, by voluntary action of the railroad companies. It is said they have become convinced that it is time to accept conditions that have been brought about by growth of the population and development of the transportation business, and that the best policy is one of acquiescence in the demands of the commission. Results of New Tariffs. The first direct result of the new distance tariff will be to give lower rates between interior towns, for exchange of commodities, and the encouragement of business between the smaller communities. The tariff will be as follows, according to classification of tonnage. First class—Five miles or under, 10 cents per 100 pounds; each five miles thereafter, up to 20 miles, 4 cents additional; each five miles thereafter up to 50 miles, 3 cents additional; each five miles thereafter up to 100 miles, 2 cents additional; for each five miles thereafter up to 400 miles, 1 cent additional; distances above 400 miles, 1 cent additional for each ten miles. Second class—55 per cent of the first class rate; third class, 70 per cent of first class rate; fourth class, 80 per cent of first class rate; fifth class, 90 per cent of first class rate. Class A merchandise, 50 per cent of first class rate; class B, 45 per cent of first class rate; class C, 35 per cent of first class rate; class D, 25 per cent of first class rate; class E, 20 per cent of first class rate. Where New Rates Apply. On the first four classes the rate applied to less than carload lots, and on the remaining classes it applies to carlots. Western classification rules apply to the tariff schedule. "The result will be that the new distance tariff will effect a reduction of present freight charges at all points where there is not already a lower rate. In many instances the existing commodity rates or special rates will be lower than the maximum under the new distance tariff. At such points the tariff will have no effect," said General Freight Agent R. E. Miller of the Harriman lines. "The cut amounts to about 20 per cent reduction of the present rates." While it will not apply in that degree to existing rates out of Portland, there will be some changes of the present special and commodity rates, though none materially affecting the jobbing trade at this point. There will be some kinks to take out and some modifications to render the rates uniform. Mr. Miller took exception to recently published statements regarding excessive freight rates on the O. R. & N. lines and said the comparisons made were the worst that could have been picked out. He said: Says Rates Are Low. "By the nature of the business in Oregon and in Iowa, Missouri and Kansas the rates should be and are differentially lower than the O. R. & N. company receives but a small proportion of its revenues from merchandise freights. Roughly speaking, the tonnage of this road is 10 per cent merchandise, 40 per cent grain, 50 per cent lumber and 20 per cent coal. It will be seen that the out-haul, or the 10 per cent merchandise, on which our rates are comparatively high, is the smallest part of our business, while for the other 90 per cent, grain, coal and lumber, the rates are low." (Continued on Page Three.)

CITY OF SEATTLE GOES ON ROCKS AT TRIAL ISLAND

Pacific Coast Steamer Strikes Banks in Dense Fog—Tugs Sent to Assistance—Passenger in No Danger—Vessel Was En Route to Skagway.

(Special Dispatch to the Journal.) Victoria, B. C., Sept. 20.—The Pacific Coast Steamship company's steamer City of Seattle, bound from Seattle for Skagway, Alaska, went ashore on Trial Island at 4 o'clock this morning. A dense fog was hanging over the sea and the man at the helm lost his bearings. Tugs have been sent to the assistance of the steamer which gradually went broadside on the shore, and the passengers will likely be landed without much difficulty. The weather is calm and the great fear is entertained for the vessel, although rough weather would quickly tear her to pieces. A new lighthouse with fog-horn equipments was located on the island by the Dominion government a few weeks ago. The island is about ten miles from this place. The City of Seattle is one of the best steamers on the Puget Sound-Alaska run. She is of the following dimensions: Length, 244 feet; beam, 40 feet; depth of hold, 18 feet.

END OF HISTORIC SAILING SHIP IS FINALLY AT HAND

Last of Deep Water Vessels Being Converted into Coal Barges—Have Been Used in Lumber Trade Around Horn but Earthquake Stopped Use

(Journal Special Service.) New York, Sept. 20.—At last the end of the American deep-water sailing ships is at hand, for three of the last remaining Cape Horners that are lying now in South Brooklyn are about to be converted into coal barges. They are the Occidental, M. P. Grace and John A. Briggs, and they all hail from San Francisco, as their register had been changed from this port some time ago. Since then these three old-timers have been engaged on the Pacific coast carrying lumber between Puget sound and San Francisco, but recently they all arrived at New York for the last time, under sail, for when these fine old wind-jammers, that have bucked many winter southwestern storms between Cape Horn and South Highlands, again feel the life of the sea it will be the end of a tow line. Two more of their comrades are also headed for New York to suffer similar degradation. They are the C. F. Sargent and the Harry Morse, and like the other three, they have to be converted into coal barges. The Harry Morse carried lumber cargoes between Puget sound and San Francisco with an obliteration of these two sailing vessels there will be but a single sailing ship left to keep the tradition of the sea. It is said that the new iron steamers of the line are being converted into sailing ships, and that the last of the old Cape Horners will be converted into coal barges.

BANK CASHIER NOW UNDER SUSPICION



C. S. Van Auker and Photographs Showing Interior and Exterior of Rainier Bank.

PRESIDENT LUNCHEONS WELL KNOWN PRELATES

(Journal Special Service.) Washington, Sept. 20.—President Roosevelt's luncheon at the White House today was the most notable of the season. The president was seated at the head of the table, and the guests were the members of the cabinet and the members of the Supreme Court. The luncheon was a very pleasant one, and the president was in excellent spirits. The conversation was very interesting, and the president was very attentive to his guests. The luncheon was a very successful one, and the president was very pleased with the results.