

GOOD EVENING

THE WEATHER

Fair this afternoon, tonight and Friday; northeast winds.



Journal Circulation

Yesterday Was 26,678

VOL. V. NO. 224.

PORTLAND, OREGON, THURSDAY EVENING, NOVEMBER 22, 1906.—TWENTY PAGES.

PRICE TWO CENTS.

ON TRAINS AND NEWS STANDS, FIVE CENTS

STEAMER LURLINE IS SUNK IN COLLISION NEAR RAINIER

PASSENGERS HAVE NARROW ESCAPE WHEN VESSEL IS RAMMED BY STEAMER CASCADE

STANDS FOR UNFETTERED OPEN RIVER

Governor Chamberlain States His Position on Question of Purchasing Locks

Will Suggest to Legislature That Commission of Five Men Be Given Power to Negotiate With General Electric Company to Buy the Property.

An open Willamette river from Portland to the headwaters, unfettered by tolls or tariffs of any kind is a condition which Governor Chamberlain says must come to pass. He wishes the government to buy the locks at Oregon City, either by negotiation or condemnation, and in his message to the legislature, will urge a memorial to congress asking that such action be taken. He will not rest there, dependent on the whim of congress and the uncertain efforts of the Oregon delegation, but will further urge in his message that the legislature appoint a commission of competent men to proceed for state control of the locks in the event that congress pays no heed or delays in its action.

The governor will suggest to the legislature that this commission be composed of five men, that they be given power to enter into negotiations with the Portland General Electric company, owners of the locks, and to buy the property and all rights affecting free navigation of the river at a reasonable and just price, both to the state and to the electric company.

Power of Commission. It is the governor's further desire that the commission be given power to institute condemnation proceedings against the General Electric company, and acquire the locks and all necessary property for their maintenance.

An appropriation based on a reasonable approximate valuation of the locks will be suggested by the governor, in order that the commission may have ample power to carry its work to a definite and certain conclusion.

Governor Chamberlain is confident that his idea will meet with favorable

(Continued on Page Two.)

HIGH TOWER OF ST. PAUL NOW OUT OF PLUMB

Architect Makes Startling Discovery—Flooding of Underground Railroad in Vicinity Is Blamed and Constant Pumping Necessary.

London, Nov. 22.—The architect of St. Paul's cathedral has made the startling discovery that the southwest tower of the cathedral is leaning thirteen inches to the south and that its movement has by no means ceased.

The flooding of an underground railway in the vicinity of the cathedral, has made constant pumping necessary. This operation, by withdrawing the moisture from the soil, has caused a gradual subsidence of the south side of Ludgate hill and St. Paul's churchyard. The discovery will probably compel the abandonment of the proposed sewer near the cathedral. Experts say that an excavation for a sewer would materially increase the risk of further subsidence.

Nearly two years ago it was discovered that the cross which surmounts the dome of St. Paul's was nearly 400 feet above ground and three feet out of plumb. Mr. Hovenden, secretary of the London association, then said: "St. Paul's is built upon a foundation of potter's under which is a bed of water-bearing gravel. Beneath that again is London clay. Danger has been caused by the gravel bed sinking, owing to moisture being withdrawn by pumping for various tunnels in the vicinity."

Besides St. Paul's cathedral the bank of England, Westminster abbey, the Nelson column on Trafalgar square and other notable structures are said to be in grave danger from the same cause.

EN ROUTE TO PORTLAND



Mrs. Potter Palmer.

PRIVATE CAR IS CAUSE OF DELAY OF MRS. PALMER

Chicago Society Leader Forced to Come to Portland From Seattle Via Spokane Because Tracks From Here to the Sound Are Washed Out.

(Special Dispatch to The Journal.) Seattle, Wash., Nov. 22.—Mrs. Potter Palmer and party, who were held here aboard their private car by floods which cut off all railroad communication, is now en route to Portland via Spokane. This course is necessary if Mrs. Palmer wishes to proceed in her private car, as direct communication with Portland is cut off by floods.

During her enforced sojourn of a week here Mrs. Palmer was entertained at dinner at the Rainier club by a few Seattle friends, but nothing elaborate was attempted. The party left here Tuesday afternoon for Spokane over the Great Northern, and should arrive in Portland tomorrow morning.

STRANGE OCCUPATION OF CURIOUS FRENCHMAN

(Journal Special Service.) Paris, Nov. 22.—Pere Echivard, one of the most curious characters of the Montmartre district, has just died. The old man, whose humble occupation was that of a street porter and messenger, was known far and wide by the sobriquet of "the cutter," not because he was in any way connected with the tailoring trade, but because none understood better than he how to cut down a person who had committed suicide by hanging. No one exactly knew how and where he had acquired his training, but his ability in "cutting" in dealing with such unfortunate was undisputed and almost proverbial. His services were constantly called for by the police. When he died he left written recommendations concerning an undertaking of his, a fellow porter, who, he wrote, was worthy of succeeding him. In fact, to use the old man's own words, his friend needed only a little more practice in cutting down bodies to be absolutely perfect.

CANADIAN PARLIAMENT TO REVISE THE TARIFF

(Journal Special Service.) Ottawa, Ont., Nov. 22.—Parliament opened this afternoon with the usual ceremonies. The principal part of the parliamentary program will be the revision of the tariff. It is expected that the speech from the throne will be adopted after a week's discussion, so that there will be about three weeks left before the adjournment for the Christmas holidays to debate tariff. On resuming early in January parliament will then be in a position to proceed with a consideration of estimates, as by that time departmental reports, which are somewhat delayed this year by reason of a short parliamentary recess, will be before the house. It is hoped that prorogation will take place by the middle of April.

Two Killed in Wreck.

(Journal Special Service.) Devil's Lake, N. Y., Nov. 22.—The oriental limited, on the Great Northern, was wrecked last night by a spreading of the rails 13 miles east of this city. William Comfori, engineer, and Morrison, fireman, were killed.

Water Supply Shut Off.

(Journal Special Service.) Buffalo, Nov. 22.—The gale this morning for two hours shut off the water supply of this city and blew down the wall of the pumping station, injured the engineer and stopped the machinery, inflicting \$15,000 damage to the place.

TWO MORE COLLISIONS AT SEATTLE

Crowded Ferry Boat Is Rammed by Kitsap While Trying to Make Landing

Steamers Manette and Monticello Crash Together Head-on—Both Ships Injured but No Lives Are Lost in Either Accident—Dense Fog to Blame.

(Special Dispatch to The Journal.) Seattle, Wash., Nov. 22.—Two collisions occurred in Seattle harbor this morning when crowded passenger boats came together. Fortunately none of the four boats involved in the collisions were sunk, but two of them were severely damaged.

The first collision occurred shortly before 9 o'clock while the ferryboat City of Seattle was making a landing, crowded with passengers, from West Seattle, in the little city across the bay. A strong tide was running and the ferryboat missed the landing. While backing out into the stream to get a new start, the new steamer Kitsap, built in Portland, suddenly loomed out of the fog and struck a glancing blow, tearing away the rudder and the rudder and part of the lower works. The Kitsap was not seriously damaged, some planks being bent.

Within half an hour of the first collision, the steamer Manette bound out for Paulabo, and the steamer Monticello, inbound, each carrying a big load of passengers, came together head on half a mile from the city docks. Captain Jackson of the Manette heard the Monticello's whistles and headed down his vessel, or another disaster with an equally large death loss as the stern of the Manette is stove in and the rail and flagstaff carried away. No one was injured in the accidents.

GRAFT SCANDAL UNEARTHED IN PITTSBURG COUNCIL

William A. Martin Alleged to Have Acted as Agent for Municipal Bribe-Takers.

(Journal Special Service.) Pittsburgh, Nov. 22.—Common Councilman William A. Martin, who represents the sixteenth ward, has been arrested and is held in \$1,000 bail. Detectives are hunting for President C. S. Cameron of the Pittsburgh & Tube City railroad. Warrants for other members of the council are being prepared and wholesale arrests are promised. The action of the authorities is a result of disclosures made regarding an alleged corruption fund of \$70,000 to be used in getting a franchise for the railroad. Martin is said to be the treasurer of the combine in the council. J. A. Richardson, one of the promoters of the railroad, is the complainant. Richardson, it is asserted, is merely a dummy official. Joseph Ramsey is back of the new road with the intention of using it as a Pittsburgh terminal for a projected airline from Chicago to New York.

Cameron engineered the franchise ordinance through a select council. When it reached the common council, the branch combined, it is alleged, and sent it to a special committee which was to wait until Cameron made good. Martin is an ex-firefighter and wrestler. He is chairman of the public works and corporations committees of the council.



Steamer Lurline.

Manslaughter Is Charge Growing Out of Disaster TO PROSECUTE CAPTAIN OF DIX

MAYOR'S BROTHER IS NOW INVOLVED IN GRAFT INQUIRY

MATE'S TERRIBLE ERROR WHICH COST 50 LIVES BLAMED UPON COMPANY

Dennison Held License Simply as Mate and Not as Pilot as Required by Law.

(Special Dispatch to The Journal.) Seattle, Wash., Nov. 22.—Manslaughter is now the charge which is certain to grow out of the Dix disaster. While it was Mate Charles Dennison's terrible mistake which caused the collision and the death of nearly fifty men and women, the blame does not wholly rest with him. It developed at this morning's investigation of the records of the office of United States steamboat inspectors that Charles Dennison held a license simply as mate and did not hold a pilot's license. This latter is requisite for any one taking complete charge of a vessel at sea or on the sound.

Captain Percy Lermond placed Dennison in charge of the Dix while he was collecting fares. Lermond, although Dennison had been under his command for nearly two months, had not taken the trouble to find out whether or not Dennison held a license which entitled him to take charge of the boat. This took place in spite of the fact that Lermond testified yesterday afternoon that he did not think much of Dennison's seamanship and had tried to discharge him, but the mate had been held on by the owners of the vessel.

For some hours this morning prosecuting Attorney Mackintosh and United States District Attorney Sullivan, after learning the facts, did the Alphonso and Gaston act as to who should prosecute the case until shortly before noon, when a statement from Secretary MacCall was received stating that the local civil authorities were the ones to handle the prosecution and not the federal. Then Mackintosh announced that he would have a deputy attend the hearing and see that a warrant was issued, if the evidence warranted it.

Captain Lermond displayed gross ignorance of marine laws while on the stand yesterday. Admiralty lawyers attending the hearing declare that if Captain Lermond is proceeded against on charge of manslaughter can also be made against the owners who forced the retention of Dennison. The boat was under lease to the Port Elakely

(Continued on Page Two.)

(Continued on Page Two.)

WOMEN IN SCRAMBLE FOR LIFE

Stampede From Berths and Rush on Decks in Darkness to Save Themselves

Ill-Fated Vessel Sinks Beneath Surface in Three Minutes, but No Lives Are Lost—Passengers Carried to Portland by Steamer Cascade.

Rainier, Or., Nov. 22.—Struck on the port side and rammed deep below the water line by the steamer Cascade, the steamer Lurline sank in 20 feet of water about 100 feet from the shore off Rainier on the Columbia at 3:30 o'clock this morning, her 30 passengers and the officers and crew narrowly escaping being carried to their deaths by the craft. The Lurline disappeared in three minutes from the time she was struck and there was no time in which to launch the lifeboats. The passengers escaped in their nightclothes by jumping to the deck of the steamer Cascade, which stood by until everybody was saved.

It was a wild scramble for life because as soon as the collision occurred the Lurline began to lurch and the water could be plainly heard rushing through the fearful gap that had been cut in her side. The night was dark and a heavy fog enveloped the two steamers, obscuring them from view from shore. It was feared that the Cascade had also suffered injuries that would probably send her to the bottom, but she was found damaged above the waterline only and after putting the officers and crew ashore here started for Portland with the passengers, who were bound for Astoria. A few of the passengers remained here and took the morning train for Portland.

En Route to Portland. The Lurline was on her way to Portland, having left Astoria on schedule time last night. Captain W. C. Larkins

(Continued on Page Two.)

PATRICIDE KEEPS NERVE THROUGH TRYING ORDEAL

Blood-Stained Clothing of Father Causes Mother to Leave Room and Youthful Murderer to Show First Signs of Nervousness.

(Special Dispatch to The Journal.) Spokane, Wash., Nov. 22.—For the first time since the opening of the Sloane case, Mrs. J. P. Sloane, mother of 17-year-old Sidney Sloane, who is on trial for the murder of his father, absented herself from the court room when the blood-stained clothing of the murdered man was introduced and exhibited to the jury today. She did this on the advice of the attorneys for the defense, who feared the ordeal would be too much for her, but returned after the gruesome garments had been taken out of sight and resumed her accustomed place at the side of her boy.

Young Sloane himself showed his first sign of nervousness during this exhibition and kept his head averted, gazing out of the window, but maintained the remarkable nerve and coolness which has marked his conduct throughout the entire trial. Several witnesses have already been examined by the state and have described the finding of the body and the actions of the young slayer when confronted with his dead, the testimony being to the effect that the only emotion he exhibited when informed of the death and on being shown the corpse, was assent.

The testimony of Coroner Witter, who was present when young Sloane was first led to the place where the body lay in an alley, was to the effect that the boy gazed at the features of the dead man, then exclaimed without any emotion, "Oh, my father," then straightened up and said, "I am going to tell my mother."

Every witness for the state is being subjected to a rigid cross-examination and the defense is vigorously contesting every point.

IF any writers before the American people today have the hold on Portlanders or the citizenry of Oregon that

Rabbi Stephen S. Wise

has. The record he made here for sincerity, independence and constancy in well-doing made him popular with all classes, and his departure for New York was looked on as a state misfortune. But although absent, he

WILL TALK

to the people of Oregon on the live topics of the day—and will discuss them in the same earnest, independent way that marked his utterances while here—

In The Sunday Journal

(Continued on Page Two.)