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The Weather—Probably showers tonight; tomorrow fair.

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AS GOVERNMENT TO SEIZE WIRES

NON-UNION OPERATORS BURIED FOR ME TAKEN TO CHICAGO

RIVER WASHES OVER GRAVE AND BRINGS BODY OF JOHN BRINK TO SURFACE—UNKNOWN REMAINS HAD BEEN INTERRED CLOSE TO STREAM.

Western Union Imports Crew of Operators From Gotham to Take Place of Those Who Went Out on Strike.

Secretary Russell Will Ask That Federal Officials Take Charge of All Wires in Event Present Trouble Spreads Farther.

(Journal Special Service.) Chicago, Aug. 10.—Secretary Russell of the Telegraphers' union is now conferring with the attorneys of the union, preparing, it is said, to ask the federal government to seize the properties of the Western Union and Postal, providing the federal statutes the government is given power to take over the properties of the telegraph companies in a matter of public emergency, when the companies are unable to operate them. The feature of the local telegraphers' strike situation was the arrival today of 55 non-union operators from New York to do shift duty. They were hurried from the depot to the Western Union building under a heavy guard. Aside from hisses and cat-calls, no demonstration marked their march to the company's office. Telegraph officials say 26 more strike-breakers will arrive from St. Louis today. In a statement made today General Superintendent Cook, of the Western Union, declared 100 operators were at work in the city. He said that, according to reports before the strike breakers arrived there were not more than 20 operators working for the Western Union. Postal officials also claim they are making good headway, but a representative of the United Press could find only one man trying to do the work of 55 operators. He said that both companies are badly swamped. They are resorting to long distance telephone and special delivery with little success. At noon the executive committee of the union met with Secretary Russell to map out a campaign. President (Continued on Page Two.)

Identification of the man who was found dead near Gray's river over a month ago, whose body was buried and subsequently brought to the surface again by the waters which washed over his resting place and opened his grave, was made known today when a letter was received by the Title Guarantee & Trust company from the authorities of Ilwaco, stating they had found a dead man in the dead man's clothes, which gave his name as John Brink. Brink's remains were buried yesterday for the second time. Brink's body was found on July 4 by young men who were walking along the banks of the river. Apparently the man had been dead for several weeks and his body lay on the bank above the river. The coroner was notified and he at once sent two men to take charge of the remains, which were buried close to the river. An effort was made to determine the dead man's identity, but no friends or relatives were found. The coroner's deputies evidently forgot to search the clothes for a clue so eager were they to dig the grave and dispose of the body. The ground at this point on the river is composed of clay and during high water it is washed constantly by the river which leaps high up on the bank. The grave was shallow and the water had a good play on the soil which had been loosened by the waves. A few days ago a party of people from Gray's river were horrified when they passed the spot and saw two arms and a leg sticking up through the ground. A closer inspection showed that part of the body was also exposed. All the water occasionally surged from the river and swayed the lifeless limbs. Ilwaco authorities were again notified of the discovery and deputies from the coroner's office removed the body from the grave. Before reinterring a coffin was made of the dead man's clothes and in the inner pocket of his coat was found a deed to a lot in South St. John which has been given by the Title Guarantee & Trust company to John Brink, and the Portland office today received a letter stating the facts. So far as known Brink had no relatives here or in the state. His remains were buried in the city of Portland, but far enough back so the water will not disturb them. An effort will be made to locate whether he has relatives in the east. No evidence was found on his body which suggested either murder or suicide and it is believed that he died from an attack of heart failure. Where he had lived prior to his death has not been learned.

Deed to Lot Discloses Name of Man Found Dead Near Gray's River—Water Had Scooped Out Shallow Hole Which Was Dug.

DOUBLE FUNERAL FINAL CHAPTER

Funeral Services Over Remains of Liebes Held at Undertaking Chapel.

A double funeral will be held this afternoon at 4 o'clock from Finley's chapel over all that is mortal of Harry C. Liebes and his wife, whom he slew Thursday night afterward sending a bullet crashing through his head. The double funeral, which marks the final chapter in the pathetic story of domestic infelicity resulting in the sensational murder of Harry C. Liebes, was conducted by Rev. John R. Stratton of Chicago who is temporarily filling Dr. Brougher's pulpit at the White Temple. Parents of Victims Arrive. Judge George Liebes and his wife of The Dalles, the parents of the dead man, arrived in Portland last night. Mrs. Pittman, the mother of the murdered woman accompanied by her two daughters and the young orphaned son of the couple came to this city from White Salmon today to attend the funeral. The services will be private, only the relatives and a few intimate friends attending. The Dalles lodges of the Knights of Pythias and the Elks, of which Liebes was a member, sent several magnificent floral offerings this morning and the pallbearers will be members of these fraternal organizations. Tribute to Liebes. A tribute to the memory of Harry Liebes is furnished in a letter sent to The Journal by a man who had long known him, and who held him in high esteem. The letter is as follows: "The Editor of The Journal—In reference to the late Harry C. Liebes, and in justice to his good old father and mother and his memory, I wish to say I was intimately acquainted with Mr. Liebes, having been constantly in his employ for more than two years. I could always tell when he had taken a glass of beer—which was frequent—by his flushed face and by his actions. I have met Mr. Liebes nearly every day for the past two or three months, and I do not believe, in fact I am almost positive that he did not drink a drop of anything during this period. Harry, as he was commonly known, was a noble boy. He was strictly honest in all his dealings and had the confidence of all who knew him. "JOE E. ADCOX, Watchmaker for Staples, 125 First St."

NO STRIKE, SAY OPERATORS

Portland Key Manipulators Decline to Leave Positions Unless Ordered to Do So by President Sam Small of Commercial Telegraphers' Union.

Local telegraph operators reaffirm their declaration that there will be no strike in Portland until the men are ordered out by Sam Small, president of the Commercial Telegraphers' Union. The local union held a meeting last night and adopted the following resolution: "Resolved: That the telegraphers now employed in the city of Portland who are members of the Commercial Telegraphers' Union of America, follow the instructions of President Small regarding striking in sympathy with the Chicago and other offices. Small Is Adjourned. Following the adjournment of the meeting, the following message was wired to President Small at Los Angeles: "Meeting tonight voted unanimously to follow your instructions, but demand your sanction action of locals already out. We await your command. Hard to hold radical members." Of the 70 members of the local telegraphers' union, considerable more than half are in favor of conservative action, and voted last night that any strike that may be ordered must have the sanction of the national organization if it is to be officially recognized and supported. There were a number of radicals, however, who favored an immediate strike, and at one time last night prior to calling the meeting to order, it looked as if there would be a complete tie-up today. Men All Unionized. Practically every operator in Portland belongs to a union, and a strike would result in closing both the Western Union and Postal Telegraph offices, providing the Western Union employees could induce the Postal operators to join them in the walkout, which is considered altogether likely. It is not known what action the operators in the Associated Press office would take in the event of a walkout, although it is believed that they, too, would leave their desks in order to make the suspension more complete. Western Union operators are now out in Chicago, Minneapolis, Kansas City, Helena, Omaha and Los Angeles. In nearly every large city in the country the men are said to be holding meetings, but it is thought that in a great majority of cases action will be deferred until President Small gives the word. Grievance Is Discrimination. The main grievance of the operators is alleged discrimination by the Western Union against the union men in its employ. If a strike comes in Portland it will be a purely sympathetic one, as the men vigorously object to sending or receiving a message when a strike breaker is at the other end of the wire. It is in this condition which has caused nearly all the trouble for the Western Union in the large cities named.

FOOT TORN OFF BY WILD HORSE

Injured Man Lies in Road All Night Surrounded by Hungry Coyotes.

(Special Dispatch to The Journal.) Spokane, Wash., Aug. 10.—While returning from town yesterday evening somewhat intoxicated, Ed Olson of Tacoma, foreman of a concrete gang on the Portland & Seattle railroad at Washuena, tied the rein of the horse he was riding to his foot and lay down in the grass to rest. The horse became frightened and ran away, dragging Olson by the foot. His foot was broken off and he was left out all night while a band of seven coyotes howled near him waiting for him to die. His horse was found next morning at a nearby farm house and a hunt located the suffering man. He is in bad condition, but the doctor says he may live. Olson says he thinks his cries for help were all that kept the coyotes from eating him.

Seattle Apartments Burn. (Journal Special Service.) Seattle, Aug. 10.—Fire last night destroyed the Geddie apartments with a loss of \$50,000. It is believed to be the work of an incendiary.

RAILROADS SOON MUST FURNISH SHIPPERS CARS

After August 18 Failure of Compliance Means Penalty of \$2 Per Day for Each Car Requested, Those Ordering Same to Be Beneficiaries.

After Sunday, August 18, railroads in Oregon will be obliged to furnish cars to shippers in commercial lines, or the farmers will suffer for lack of cars. Should this occur, the demurrage law will be appealed to for relief. The most important features of the law are here given: There shall be no discrimination by the railroad company in furnishing cars to applicants. The shipper shall make application in writing to the agent of the railroad line on which the shipment originates, and ask for the number of cars desired, said cars to be delivered at the station or sidetrack as directed. If the application be for five cars or less they shall be furnished within five days. More than five or less than ten cars shall be furnished within 10 days. More than 10 cars and less than 30 cars shall be supplied within 15 days. If the application be for more than 30 cars they shall be furnished within 30 days. Said cars shall be suitable for the purpose of the shipper, and shall be furnished at a place convenient for loading. Every such application shall state the number of cars wanted, the time when and place where desired, the kind of freight to be shipped and the final destination thereof. The place where said cars are desired to be loaded for shipment shall be at some station, switch or siding on the line of the railroad to which application is made. The application for cars may be made to any officer or general agent of the railroad that trouble will result to the general shippers in commercial lines, or the farmers will suffer for lack of cars. Should this occur, the demurrage law will be appealed to for relief. The most important features of the law are here given: There shall be no discrimination by the railroad company in furnishing cars to applicants. The shipper shall make application in writing to the agent of the railroad line on which the shipment originates, and ask for the number of cars desired, said cars to be delivered at the station or sidetrack as directed. If the application be for five cars or less they shall be furnished within five days. More than five or less than ten cars shall be furnished within 10 days. More than 10 cars and less than 30 cars shall be supplied within 15 days. If the application be for more than 30 cars they shall be furnished within 30 days. Said cars shall be suitable for the purpose of the shipper, and shall be furnished at a place convenient for loading. Every such application shall state the number of cars wanted, the time when and place where desired, the kind of freight to be shipped and the final destination thereof. The place where said cars are desired to be loaded for shipment shall be at some station, switch or siding on the line of the railroad to which application is made. The application for cars may be made to any officer or general agent of the railroad

CONSTABLE MAY SIT AS JUDGE

All Kinds of Trouble Results Over Dog Attachment For Rent.

Difficulties are arising on every side in connection with the attachment last Thursday by a constable of a Great Dane pup belonging to Charles Walker, colored. Walker owed a rent bill amounting to some \$100 and the creditor, E. H. Calvin, went to an attorney. The only property possessed by Walker was this valuable canine and the attorney, J. C. Beckwith, immediately decided to take advantage of the law, passed at Salem last winter making dogs personal property, and brought attachment proceedings. Constable as Judge. It is now likely that a constable's jury will have to be called to adjust the difficulties that have arisen over this action. It is the first case of the attachment of a dog ever made in this state, although it is quite common to attach horses and cattle. A constable's jury is also an unusual proceeding and is resorted to in order to determine the right under the law of a constable's action in a given case. The constable presides as judge. The owner of the dog, who keeps a saloon on Sixth street near Burnside, has threatened to sue Lou Wagner, the constable, unless he releases the dog at once. Beckwith threatens similar action should Constable Wagner release the dog before the action is tried out in Justice Ried's court. Pup Big as Pony. Meanwhile Constable Wagner has the dog. It is as big as a Shetland pony and yet only a pup. It is a fine looking dog but is costing the county about \$500 to keep it as it eats like a pig and five men. Furthermore, it does not like its new home and keeps the neighbors awake nights. Livestock Exchange, who took the contract from the constable for feeding the dog, now threatens to jump his contract and turn the dog loose. Wagner has refused to recognize the contract and the dog's keeper insists that should Chase turn the dog loose he will hold him responsible. The owner of the dog, who keeps a saloon on Sixth street near Burnside, is indignant and threatens all kinds of things. The dog is greatly missed in the saloon by its master as well as the patrons of the place, and it is reported, business has fallen off rapidly since Constable Wagner assumed a protectorate over the animal. HOFF THREATENS EUGENE EMPLOYERS (Special Dispatch to The Journal.) Eugene, Or., Aug. 10.—J. E. Hoff, state labor commissioner, has notified the merchants and other employers of girls in this city that he will prosecute the first one that breaks the 10-hour law applying to women in laundries, mechanical establishments, stores, hotels or restaurants and similar places. Complaint was made that they were doing so continually and the commissioner made a special trip here to see into the matter. He finds that nearly every merchant and employer of girls or women have been breaking the law passed at the last legislature.

CONDUCTOR LOSES LIFE AT KALAMA

C. B. Carl Caught in Wreckage When Freight Trains Collide This Morning—Body Is Burned to Crisp Before Rescued.

Flames Drive Away Those Who Work Heroically to Reach Unfortunate Trainman—Two Caboose Are Burned.

(Special Dispatch to The Journal.) Kalama, Wash., Aug. 10.—Conductor C. B. Carl was killed in a rear-end collision on the Northern Pacific, which occurred here at 4:50 o'clock this morning between two freight trains, and his body burned to a crisp in the fire which subsequently destroyed the cabooses. Carl was in charge of the train which was on the main track and was waiting for orders when extra No. 140 came into the Kalama yards. He was driving the locomotive on the second extra saw the train ahead of him and applied the air. For some reason the brakes failed to work and the train plowed its way into the rear of extra No. 137, telescoping both cabooses and pushing the wreckage some distance back of Jacobus' engine. Conductor Carl was caught in the wreckage and went down with the caboose when it toppled over on its side. The rest of the crew escaped and lent their aid in fighting the fire which broke out almost as soon as the wreck occurred. Night Operator E. Gross rang the fire bell for the volunteer department, which responded, but leaky hose prevented effective work and the flames soon drove those who were engaged in their axes and using crowbars in an effort to get Carl from the wreck away from the burning cars. The wreckage completely destroyed and the engine on 140 was badly burned and mangled by the flames. The transfer boat Tacoma came up the river, but did not have sufficient hose to reach the fire. As soon as the flames died down the rescuers went to work in the ashes and smoking embers and recovered portions of Carl's body, which was burned to a crisp. Several gold and silver pieces of money which he had in his pocket were found beside the remains welded into an unrecognizable mass. He survived by a widow and child. Extra freight No. 137 was in charge of Constable Wagner, Engineer and Engineer Caldwell. The collision occurred without warning and none of the crew on the latter train was given an opportunity to prevent it. Had the air worked as it should on the second extra the train would have been brought to a halt long before it crashed into the caboose. The track was cleared by 8:30 o'clock, the North coast Limited being held here for four hours until the wreckage was removed. Nearly Drown IN CRUDE OIL Four Men Fall Into Vat and Lives Are Saved by Piece of Wood. (Journal Special Service.) Los Angeles, Aug. 10.—Four carpenters working on the roof of a 10,000 barrel oil tank in Whittier field yesterday afternoon were precipitated by the breaking of a girder into 10 feet of crude oil, and had a terrific struggle for their lives. The reservoir is 75,000 square feet in area, and as the men dropped about in the center, they were in serious plight. They had to swim and kick their way to the sides, and there six feet of slippery sheetrock confronted them. One of them, John Thill, who was unable to swim, sank time and again before he could be rescued and was almost strangled, but finally kept his head up by clinging to a piece of broken timber which had fallen in after them. It took half an hour to extricate them and they were pitiable spectacles, exhausted and dripping from head to foot with oil. Auto Race May Be Fatal (Special Dispatch to The Journal.) Seattle, Aug. 10.—While racing at the rate of 40 miles an hour this morning two automobiles met in a rear end collision. Walter Fulton, a well known attorney, is seriously injured.

What? Where? When? THE SUNDAY JOURNAL—IN YOUR HOME—TOMORROW Never before has any newspaper offered so many inducements to its readers as those to be found in the unparalleled Sunday Journal. Here are a few of them for your approval. LAUGH WITH YOUR NEIGHBORS—That is what will happen when you see the screamingly funny comic supplement All that is coming to him—Happy Takes a Nap—Don't miss Jimmy's the real sport. BAN PLAYERS ON FOOTBALL STADIUM—True democracy is coming to the great universities of the United States—Clubs will be excluded and caste abolished. FORTS KEEP SOULS OF DEAD MEN ALIVE—George Sylvester Viereck tells what inspired his greatest work. WHEN RAISINS BETTER REMAINS—Little bandit of the sand hills holds attention of the world's powers. HOW FRESH FARMERS RISE—Sixty millions of dollars will be distributed in this country when the next crop is harvested. BEAUTIFUL WOMEN—Margaret Frazz most beautiful woman in America gives Journal readers a few simple rules for retaining their charms. ON THE RIVER—The beautiful Willamette is popular in warm weather and offers many delightful attractions to the pleasure-seeker. THE FALL OF JIM CROW—John Kendrick Bangs writes another of his ludicrous nature faker reminiscences. THESE ARE SOREMS OF GUESTS—These stories do not begin to give you a correct impression of the manifold features to be found in the greatest newspaper in the West, The Sunday Journal. YOU NEED IT! YOU CAN'T AFFORD TO BE WITHOUT IT!! The Magnificent Sunday Journal