SECTION FIVE

# Oregon Journal

SUNDAY — WITH HER — SHE FLIES — ON WINGS

PAGES 49 TO 58

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# NEW EVIDENCE AT FORD'S SECOND TRIAL

## Prosecution Held Back, It Is Said, Much Testimony Feeling Certain That at Least Two of the Jurymen Would Vote for a Verdict of Acquittal.

By John Taylor Waldorf.

San Francisco, Oct. 12.—The failure of the graft prosecution to put Abe Ruef on the stand as a witness against Tirey L. Ford, chief counsel of the United Railroads, and the subsequent disagreement of the jury encouraged the group of indicted millionaires, but the men who know Francis J. Heney and recall the tenacity with which he stuck to the trail of Congressman John N. Williamson merely smile and say, "Wait."

Ruef was expected to tell the story of how he was retained for four years at $50,000 a year by the United Railroads immediately after the labor supervisors were elected in 1905, how he got the whole $200,000 within a space of a few months after the fire, and how $89,000 of the "retaining fee" was passed along to the greedy supervisors who demanded pay for doing his bidding. Ruef was not called as a main witness for the prosecution, and there was no chance to put him on in rebuttal, for the defense submitted its case without evidence. Since the disagreement there has been much argument indulged in by the general public, of which the politicians are now so fond.

**Held Back Evidence.**

Friends of Ford, who is the most popular of the numerous rich men under indictment, contend that Ruef's evidence would have hurt rather than helped the prosecution because he would have testified that at no time had Ford or any official of the United Railroads even suggested to him that bribery be resorted to in order to bring about the passage of the overhead trolley franchise. Certain supporters of the graft prosecution who know something of the inside workings of the district attorney's office say that Heney, who was away when most of the Ford jurors were selected, learned before the trial began that at least two of the men in the box were sure to vote "not guilty." Therefore, say the supporters of the graft prosecution, Heney decided not to show his hand, but to present only a part of his evidence and save the rest of it for another trial.

Whether the foregoing theory is true or false the fact remains that the trial jurors heard much less of the trolley briberies than was presented to the grand jurors who returned the indictments against Ford, Patrick Calhoun, Thornwell Mullaly and William M. Abbott. Aside from witnesses like Ruef, who were within reach, there were three or four men who "happened" to be out of the state when Ford was tried. One of these was the treasurer of the United Railroads, another was the merchant from whom Ruef obtained the shirtbox in which he carried off the bundles of currency received from the United Railroads and still another was the chauffeur who drove Ruef to Ford's office on the day he filled the shirtbox.

**Second Trial Soon.**

Soon Ford will face another jury, his second trial being set for next Thursday, and it is probable that some of the missing witnesses will be on hand to give their testimony. They surely will be, provided William J. Burns is able to reach them with the necessary papers and the present indications are that he will not fail.

The kidnaping of Fremont Older, editor of the Bulletin, who was seized, hurried to Redwood City in an automobile and put aboard a train for Los Angeles, where a charge of criminal libel had been made against him by Luther Brown, a detective in the employ of the United Railroads, is looked upon as a blunder on the part of the graft defendants. Older was taken off the train at Santa Barbara by attorneys, who on being notified of the kidnaping, got out a writ of habeas corpus, but if he had reached Los Angeles he would have been released on bail, even though the amount of security had been made unusually high. What the conspirators had to gain by refusing to take Older before a judge in this city is not apparent.

**Trouble for Ashe.**

The grand jury has taken the matter up and there is trouble ahead for R. Porter Ashe and other members of the kidnaping party. Ashe is an attorney for the United Railroads. He comes of a noted family, has served in the state senate and was once an unsuccessful Democratic candidate for congress. The weekly papers, most of which are rabid supporters of the graft defendants, make light of the Older episode. One of them, the News Letter, printed a two-line item on its suburban page which read: "Fremont Older took a flying trip through the peninsula one evening last week."

P. H. McCarthy, union labor candidate for mayor, opened his campaign with a bitter attack on Ex-Mayor James D. Phelan, M. H. De Young, Rudolph Spreckels, Isidor Jacobs and other supporters of Mayor Taylor. He charged that Phelan, De Young and Spreckels had entered into a conspiracy to combine the money interests and by keeping capital in the banks, instead of putting it into the work of rebuilding the city, make work scarce and thus frighten the workingmen into voting for Taylor. McCarthy accused Jacobs of using relief funds to rebuild his fruit cannery, which was destroyed in the great fire. Further the leader of the labor forces said that his charges might result in his indictment and expressed a fervent hope that such distinction would be accorded him. In this he will be disappointed, for the Taylor men realize that McCarthy's arrest might solidify the labor vote, which now seems to be well divided. McCarthy's only chance lies in winning back the thousands of workingmen who are now telling their friends that they will never vote for him. Daniel A. Ryan, the Republican nominee, has begun his campaign, but as yet has received little encouragement. Another week may make a change in the situation, but at present Taylor looks like a sure winner, McCarthy a poor second and Ryan a distant third.

**Business Men for McGowan.**

Frank McGowan, who was put up to make the fight against District Attorney Langdon, has surprised his friends by playing up close to the whole labor ticket instead of going out and making a personal campaign. Many merchants and professional men who are for Taylor have declared their intention to vote for McGowan, but unless he changes his plan of campaign he will probably lose the support of most of them before election day. A majority of the members of the Carmen's union favor Langdon, because they are anxious for the conviction of Patrick Calhoun, and for that reason they have refused to indorse the labor ticket, while indorsing P. H. McCarthy for mayor. McGowan, however, expects to receive four-fifths of the labor vote and counts on making up the loss by accessions of old-time Democrats who hate Langdon on account of his candidacy for governor last fall, resulting in the defeat of Theodore A. Bell, the Democratic candidate.

A bitter fight against the Republican political machine, of which William F. Herrin of the Southern Pacific is engineer, is now being waged throughout the state, but the prospects of victory bring little joy to the man who knows what is doing. In the anti-Herrin ranks are many patriotic citizens whose only object is to free the state from corporation control. Side by side with the patriots are ranged numerous attorneys and political retainers of the Western Pacific railroad, which has gone into politics in order to down its rival. The promoters of the Lincoln-Roosevelt league are doing the best they can, but there seems no way of keeping out the Western Pacific crowd. A municipal campaign is now on in Sacramento, and politicians generally look upon it as a battle, not for the general public good, but to determine whether the Gould or the Harriman interests shall hold sway in Sacramento. Both sides are vehemently "opposed" to corporations participating in politics, and the dear people will have the dubious satisfaction of choosing the lesser of two evils.

## TILLAMOOK'S RAISE IN TAX VALUATIONS

(Special Dispatch to The Journal.)

Bay City, Or., Oct. 12—Tillamook county is raising the assessment on timber lands. Last year they were assessed at $1.800 per claim and this year have been raised to $2,400. It is the intention to increase the county valuation from $6,000,000 to $8,000,000. The levy, however, will probably be lower, as the court house is paid for and there will probably be no increase in any fund except the road fund, which is expected to be raised from $37,000 to $50,000. Tillamook county levies a cash road tax and the money is expended under the direction of the county court.

One difference between a Hanan shoe and others is that the Hanan fits better all over than the others do in spots. Sold at Rosenthal's.

Metzger & Co., jewelers and opticians, 342 Washington street.

# BATTLE BETWEEN ROADS IMMINENT.

## Judge's Decision Finds Hill and Harriman Lines Making Ugly Faces.

Unless the Hill and Harriman railroad companies come into some amicable arrangement for consolidation of their immense freight and passenger terminals in North Portland before the first of the year the Hill lines will be forced to cut through the Harriman tracks on block 17, just east of the Mitchell, Lewis & Staver warehouse, in order to bring the main line of the new Portland & Seattle road into the new terminal yards of the Northern Pacific and Great Northern at Hoyt street.

A decision made by Judge Cleland yesterday, overruling the O. R. & N. company's demurrer in this contest, was a point gained by the Hill lines.

The result will inevitably be that the Portland & Seattle main line will be permitted to cross the tracks of the Harriman lines at block 17. The court held that it had the right to pass upon the issues in the case, and that the manner of the crossing would probably be left to the Oregon railway commission to decide.

The Harriman companies are up against the necessity of permitting this crossing to be made, and unless there is yielding or an amicable settlement by incorporation of the terminals of all the companies into one grand terminal the trouble may degenerate into one of the common battles between railroad companies that mass locomotives and cars on tracks at crossing points and marshal physical force to prevent the cutting of the rails by rival companies.

The Hill lines have purchased whole blocks of ground between Hoyt street and the Willamette river and are erecting great sheet steel warehouses, on concrete foundations, to cover these blocks. Tracks are being laid through the new yards, and the connecting of the main line from the new Willamette river bridge to the new terminal plant is contingent upon cutting through the Harriman tracks. It is now principally a battle by the Harriman forces to gain time.

The sentiment of the business interests of the city is in favor of a consolidated terminal, and harmony of operation. That the present union passenger station is inadequate to the needs of the city is commonly admitted, and if the present growth is continued a few years a passenger station of double the present capacity will be needed or the present station will have to be remodeled and enlarged.

The next move in the legal fight over the proposed track crossing will probably be the filing by the Harriman attorneys of an answer to the Portland & Seattle Railway company's petition for a crossing permit.

# LIFE AGAIN FILLS VIRTUE DISTRICT

## Virtue and Flagstaff Run. Cyclone Will and White Swan May.

(Special Dispatch to The Journal.)

Baker City, Or., Oct. 12.—The Cyclone mine, situated in the famous Virtue mining district, near Baker City, will again be opened. The property, which is one of the best equipped mines in eastern Oregon, has been closed for the past few years for reasons unknown here, as the mine is considered a good one. Judge Ernest Dale Owen, an attorney of Chicago, has arrived in Baker City and announces that he comes for two purposes, one to reopen the Cyclone mine for the Cyclone Mining company, of which he is president, the other to bring suit on behalf of the same company against the Baker Light & Power company for $20,000, which he claims is due the company as damages from the Power company for failure to furnish power to the company in the quantity and at the time desired.

The opening of the Cyclone marks another step in the movement to rehabilitate the Virtue mining district.

The Virtue mine, which has produced nearly $7,000,000, and which has been abandoned repeatedly only to be reopened and again yield a fortune is now being operated under a lease held by J. K. Romig. The Flagstaff is running full blast every day, after having been closed for nearly four years, and it is reported that the White Swan, made famous by Letson Balliet, is again to open, all of which will make the Virtue camp again a very lively one.

Eighty-six negro carpenters who formed a temporary organization in New York City have been admitted as a local of the Brotherhood of Carpenters and Joiners. This is the first instance in New York of negroes being affiliated with regular union labor organizations.

DIRECTORS: ALEX SWEEK, DR. SANFORD WHITING, THOS. O'DAY, I. ARONSON, J. H. YATES.

# Denny-Dulin Copper Mining Company

MINES LOCATED AT GOLD MOUNTAIN, NEVADA.

Home Office 303 Wells-Fargo Bldg.

Phone M 8397

Portland Journal.

NEW MINES TURNING OUT WONDERFUL ORES

Portland People Heavily Interested—They Are Much Enthused.

Goldfield, Nev., Oct. 9.—Advices from the Morning Star district, nine miles from the Bullfrog & Tonopah R. R., say properties in that district are turning out some great values. The Denny Dulin group of five mines—copper and gold ores—are one of the sensations of the district. Assays made on these ores show up far in excess of expectations. The immense body of ores now in sight more than warrants sending this product to the smelter at once. The Denny properties are controlled by Portland, Oregon, capitalists and machinery will be installed without delay to enable full development of the Denny Dulin's wonderful, rich and enormous body of ore.

## We Don't

Want Your Capital to pay any debts standing against the properties.

## We Don't

Want you to come in with your capital for us to prospect with.

## We Don't

Need any further capital than the amount required to put this mine's ores in the buyers' hands at the smelter.

## R. S. CRADDOCK,

Mining Engineer and Metallurgist

Spokane, Wash. and New York

Mr. Craddock has been in every mining district known, —California, Alaska, Cripple Creek, India, Siam, Japan, China, Siberia, Manchuria, Russia and Johannesberg. Craddock says Denny Dulin ores are richer than nine copper claims out of ten that are operating and making money right now.

And, that Denny Dulin needs no further exploiting than to market the immense body of mineral now in sight.

And, that the Denny Dulin mines are a very valuable property.

## Time and Opportunity Go Hand in Hand

Head off opportunity—don't wait to catch it by the tail. The time is now.

## THE DENNY-DULIN

Group of five copper and gold mines, Morning Star district, Goldfield, Nevada, will sell a limited amount of stock.

## At 10 Cents a Share

For the following purpose and no other: We have in sight one of the richest bodies of high grade ores ever opened up in mining history; only 7 miles from the Bullfrog & Tonopah R. R. All the capital required for purchasing these valuable mines has been secured and the mines paid for—all risks or experimental stages have been passed. We have laid bare one of the finest bodies of ore in the greatest and richest mining districts under the sun. We require capital to place the product on the market. For these two following specific purposes only,

### TO BUY HOISTING MACHINERY AND BACK THE PAY ROLL

The Denny Dulin Mining Company is composed of men that make no promises that are not truth. Will you allow this proposition to slip by you? Your money will be applied to getting out this ore and putting it on the market. Yet you share in ownership of these mines to the same proportion as these level headed, well known men whose names appear at the head of this list. And they produced the capital to purchase these great properties.

Just as soon as the product of the Denny Dulin is laid down at the smelter its stock will go up by leaps and bounds. For the Denny Dulin lies bare to the naked eye. Enough wealth in mineral to satisfy any person that the crop is harvested. Now will you be one to help us haul it to the market?

### POSITIVELY ONLY A LIMITED AMOUNT OF STOCK TO BE SOLD

For when the first load of ore leaves the mines for the smelter the returns to our stockholders will show the Denny Dulin mines one of the greatest and most legitimate mining propositions ever offered —an open opportunity—in the annals of mining history.

**NOTE** In order to give those who cannot call during the day an opportunity to thoroughly investigate our proposition by examining the ores, full information as to exact location of mines, the present state of development and arrangement for or purchase of stock,

## We Do

WE DO

Present to your judgment a developed, high class copper and gold group of 5 mines at 10 cents a share—sale of stock limited.

WE DO

Furnish for your inspection specimens of ores taken from these mines, showing them to be one of the richest properties of the most wonderful and productive mining districts under the sun.

WE DO

Promise to place our product on the market within six months after machinery is installed.

WE DO

Promise you that no more stock will be sold at 10 cents per share than is necessary to market our product.

WE DO

Promise you ownership pro rata with our investment. Although we bought and paid for all the properties and all expense with same; also cost of developments, leading to placing the mines in readiness to send the ores to the smelter.

### W. B. STEWART, of Portland

Reliable and ever trustworthy mining engineer, says Denny Dulin's great asset is, its present ores run about $75 per ton; net profit $50 per ton. And that there are two mines shipping from this same immediate vicinity, big paying properties.

And that, with the completing of the smelter at Lida, —seven miles—$25 ore will be a big paying proposition from the Denny Dulin mines.

Mr. Stewart further says in a letter to the directors: "I advise you to place a hoist on the mine at once, as it is almost impossible to sink to a further depth with the present equipment. You can then begin shipping ore almost immediately. There is no question as to the quality or quantity of the ore. You have one of the best copper and gold mines I have ever investigated at the same stage of development. There is no question about the future success, as the ore is in sight awaiting the market."

N. B.—The Denny Dulin stock is only sold through the officers of the company. We pay no brokerage commissions or add any expense that is consistent to avoid. The Denny Dulin Mining Company is run for profits for its investors, not as a speculative feature.

## THE OFFICE AT 303 WELLS-FARGO BUILDING

Will Remain Open Monday and Saturday Till 9 p. m.