

USE THE JOURNAL WANT COLUMNS—Journal Ads Bring Best Results.

Oregon Daily Journal

Journal Circulation

Yesterday 29,308 Was 29,308

The weather—Fair tonight; tomorrow probably rain.

VOL. VI. NO. 210.

PORTLAND, OREGON, WEDNESDAY EVENING, NOVEMBER 6, 1907.—EIGHTEEN PAGES.

PRICE TWO CENTS.

ON TRAINS AND NEWS STANDS, FIVE CENTS

LOCOMOTIVES COLLIDE, SWITCHMAN KILLED; BAILEY GATZERT SINKS COMMISSION BARGE

VESSELS COME TOGETHER WHEN FOG CLOSES DOWN

CREW LEAP FOR LIVES

Thirty-Eight Men Successfully Reach Deck of Gatzert—Passengers Badly Frightened and Officers Quell Threatened Panic.

Steaming alone at the rate of 10 miles an hour through a dense fog, the Regulator line steamer Bailey Gatzert rammed and sank the Port of Portland dredge Portland off Postoffice bar, in the lower Willamette, at 8 o'clock this morning. The dredge went down in five minutes. Her crew of 35 men saved themselves by leaping upon the deck of the Gatzert.

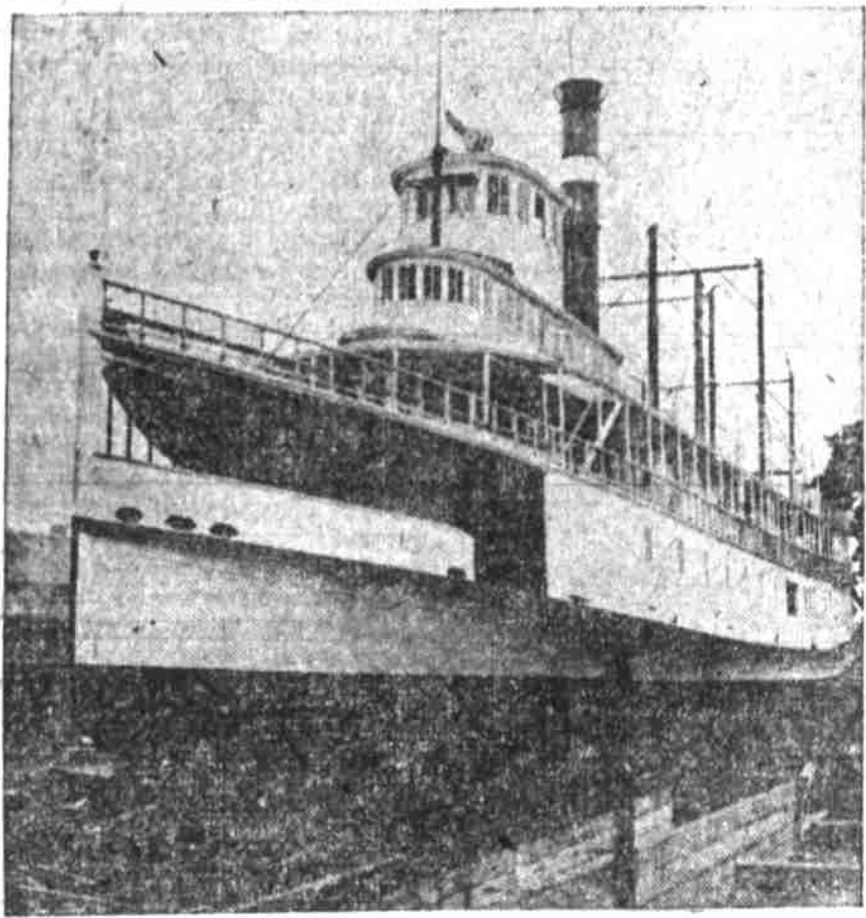
The liner carried about 250 passengers, most of them laborers for the north bank road. A panic was narrowly prevented by the officers and crew, who assured them that there was no danger, since the boat could easily be beached if looking. Examination proved, however, that the Gatzert's damages had been sustained above the water line, so that she could easily return to Portland in perfect safety. The rail at the forepart of the hurricane deck had been torn to pieces and several planks were smashed in on the starboard bow just before the water line. The Gatzert returned to Alder street dock at 9:30 o'clock.

The collision occurred about five minutes after the Gatzert passed Linton, and, according to the officers and passengers, a dense fog hung over the river at that particular time, although it had been comparatively clear a few moments before. Captain F. D. Sherman was at the wheel. He says he blew the Gatzert's whistle at least three times a minute because of the fog, but did not hear the bell from the dredge if it was sounded.

Captain Explains.
"We left Alder street dock at 7 o'clock this morning," said Captain Sherman, "and had some difficulty getting through the bridge draws because of the dense fog. At that time we could hardly see half a boat's length ahead and we had to grope our way with the greatest of caution. In maneuvering to get through the steel bridge draw we hit a sand barge lying there but inflicted no damage. Passing down the river we heard the bells of a vessel at anchor in the channel and we also heard the bell of the dredge Columbia which is working in the lower harbor. Between St. Johns and Linton the fog lifted and we could see both shores for miles in the lower harbor. Between St. Johns and Linton the fog lifted and we could see both shores for miles in the lower harbor. Between St. Johns and Linton the fog lifted and we could see both shores for miles in the lower harbor."

Watchman Mereson who stood in the peak of the vessel sang out "dredge ahead" when he saw it, but then it was too late and bells to stop and for full speed astern failed of much good. The Gatzert seemed to cut off one of the dredge's corners, tearing a hole so large that it took less than five minutes to sink the huge craft. "I heard a bell ringing on the dredge and did not see the boat until we were

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THE BAILEY GATZERT AFTER SHE CAME OFF THE WAYS.

DEPOSITS ARE ON INCREASE

Action of Clearing House in Fortifying City Against Financial Flurry Results Favorably—More Money Flows Into Banks.

Action of the Portland Clearing House association in fortifying the city against the financial flurry has made a remarkable impression on the public. Nearly every bank in the city today reports that for the last 48 hours more money has been received on deposit than has been withdrawn. The new bank certificates were placed in circulation today to a limited extent, and are being received by all the department stores for any amount of merchandise, and also by the railroad company for purchase of tickets.

Depositors Confident.
At other banks the outlook was equally optimistic. Vice-President Kesting of the Bankers' and Lumbermen's bank, said: "As a matter of fact our daily deposits received have all the time exceeded the withdrawals. Yesterday and today this was more largely the case than before."

The Hibernian bank reported very heavy deposits. The cashier said: "Our deposits received yesterday were more than double the amount of withdrawals."

Business ran about even at the Security Savings & Trust company, although the officials said an actual count would probably have shown more money received than was paid out. The bank has a very large business and its deposits rank with the heaviest saving banks in the city.

At the United States National it was said that business was running about even, and that activity was considerably less yesterday and today than for a week previously. The Portland Trust Company of Oregon had a few busy days, because of the payment of a great many payroll checks, but the deposits came in continually, showing that the usual confidence of the bank's clientele was undisturbed. B. Lee Egset said today:

"Our cash on hand at the close of business yesterday evening showed the amount to be in excess of the cash on hand the previous day."

Owing to the care and deliberation necessary in issuing currency for general circulation, the new bank certificates were not largely placed in possession of the banks today, as only a limited amount was ready. A few of the banks got some of the money in time to place it on the counters, but the majority were not supplied until this afternoon, too late for the day's business. The asset currency will be welcomed by everyone, as it will relieve practically all of the inconvenience that has been caused by the stringency of ready cash. Tomorrow it is expected that the certificates will be in general circulation. All of the department stores have announced their readiness to accept it as regular currency. The railroad ticket offices are accepting it for transportation. The first man to buy a ticket with the new currency was recorded today in one of the railroad offices on Third street. The new money is being generally accepted.

The local financial situation is rapidly clearing up, and it is believed that within a very few days business will resume its normal swing. Real estate business has at no time collapsed, and is today nearly as good as usual. Stanley P. Mackey, of Knapp & Mackey, said:

"The flurry has not had the expected effect on real estate business. Our business for the last month has been fully up to previous months."

The improved condition of the money market everywhere is shown by the reports that come from all brokerage concerns throughout the country. Nearly every broker reports that his buying orders outnumber the selling orders three to one, and that 90 per cent of the buying orders are for cash.

Now, there is no statute making it an offense to defraud the United States out of its public lands. The conspiracy to do so is a crime, but the act of doing so is not a crime. That is to say that it is a crime to enter into a conspiracy to defraud the United States out of its lands, but the consummated act is not itself punishable as a substantive offense.

Jones and Potter were tried in the United States court at Oregon. Francis J. Heney, as assistant to the United States attorney-general, prosecuted the case, and the defendants were found guilty as charged in the indictment. Jones was sentenced to one year in the prison on McNeill's island and to pay a fine of \$2,000, and Potter was given six months in the Multnomah county jail and fined \$500.

TWO KILLED BY RUNAWAY TRAIN

Engineer and Bookkeeper Lose Lives When Logging Cars Dash Down Grade.

Nanaimo, B. C., Nov. 6.—Two men were killed near Chemainus yesterday when a logging train ran away down a steep mountain grade. The engineer, L. White, dashed his head against a stump while in the act of jumping from the runaway train. He was instantly killed. Walter Asbery, the camp bookkeeper, jumped but lost his balance when he struck the ground and his body was thrown on the rails. Several cars passed over him. He died a few moments later.

The remaining members of the train crew were uninjured, though all of them jumped in the act of jumping from the locomotive and cars continued to the bottom of the grade, jumped the track and piled itself in a mass of debris at the bottom of a gulch.

CRUSHING DEFEAT OF GRAFTERS

Southern Pacific Machine Gets Setback—Schmitz and His Followers Are Gloomy Over Victory of Good Government.

Langdon Overwhelmingly Elected—Taylor Has Lead of Over Ten Thousand and All His Ticket Is Expected to Pull Through.

(Special Dispatch to The Journal.)

San Francisco, Nov. 6.—There is consternation in the camp of Eugene Schmitz and all the allied grafters over the election of Taylor, and in all probability the majority of the good government ticket. The blow fell with force, and already Dinan, Sheriff O'Neil and all of Schmitz's admirers are showing signs of fright. Taylor will pull through with a lead of 8,000 or 10,000 votes, and Langdon has snatched Frank McGowan under so far that he is killed politically.

Ryan's poor showing has caused a smile. The trick of the Herrin ring to boost the young man into a job failed utterly, and even George A. Knight, the boiler-iron-throated orator of Humboldt, admits that it was "a surprise." The railroad forces are gloomy and the power of the Southern Pacific is absolutely wiped out.

Henry, Langdon, Spreckels and all the graft-fighters are rejoicing. The labor element feels that it lent an honest hand to encompass the undoing of the men who made use of the labor party, and one of the surprising things of the day was the gathering of groups of workmen about the bulletin boards, shouting madly for Taylor and Langdon.

How Vote Stands.
At 11:30 this morning the indications were that the count would not be completed until late tonight or early tomorrow morning, only 25,452 votes out of an estimated total of 56,000 having been counted up to that hour.

The vote stood as follows: Ryan, 3,651; Taylor, 18,885; McCarthy, 7,328; Langdon, 14,921; McGowan, 9,901. Based on the same percentage and the estimated total vote of 56,000, these figures would indicate the following results: Ryan, 9,900; McCarthy, 19,000; Taylor, 25,000; Langdon, 24,000; McGowan, 22,000.

The fight is close between Mulerey, union labor, and McAuley, good government, for the city clerkship, with the chances favoring Mulerey. The good government, for auditor, has a slight lead over Horton, union labor.

In the seventeenth precinct of the thirty-fourth district one vote was cast for Francis J. Heney for district attorney.

Assessor Lodge, good government, is re-elected by a comfortable plurality. The count of the votes cast for supervisors has not proceeded far enough to make an accurate estimate. There is little doubt, however, that the good government people are in the majority.

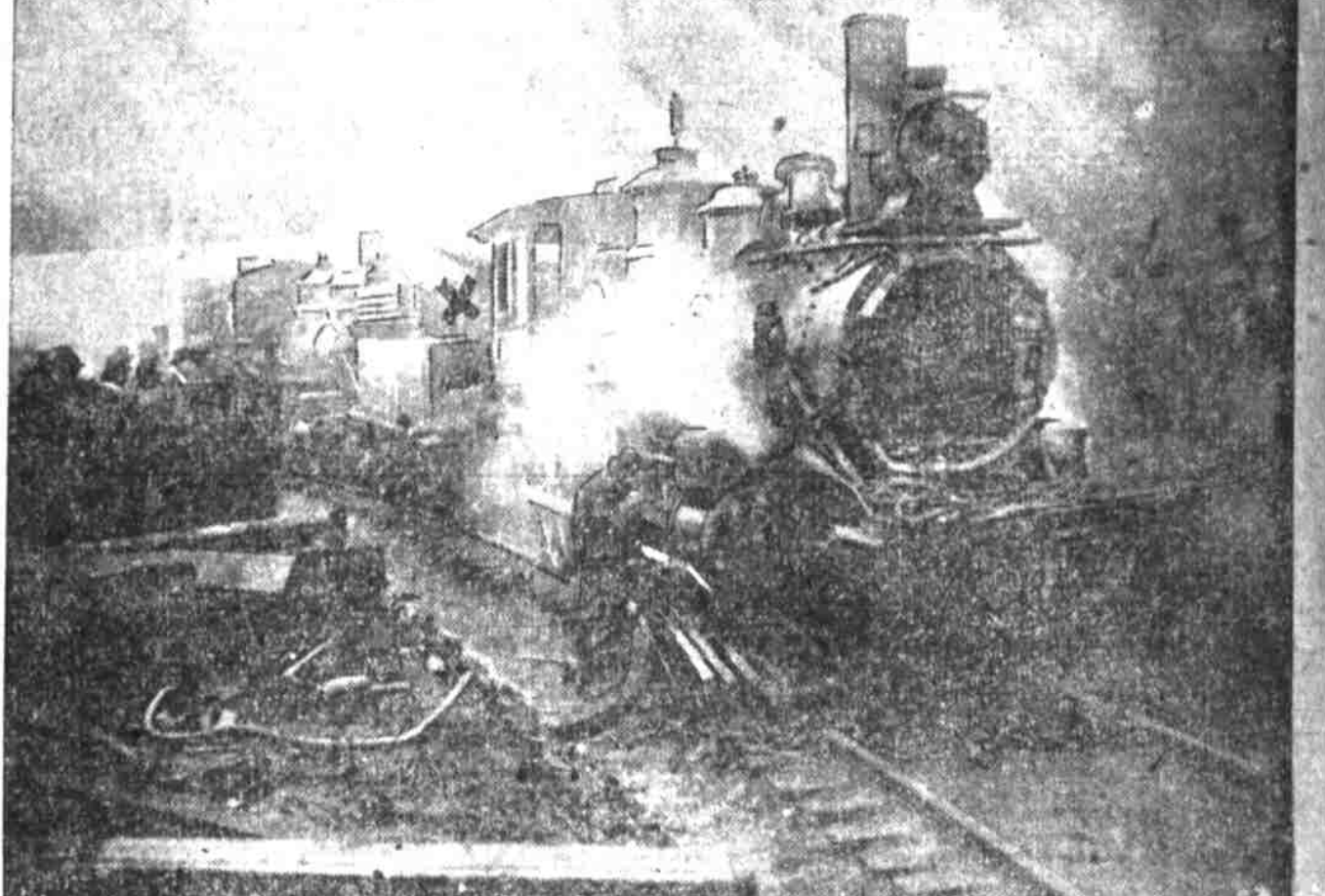
The Call and Chronicle, which supported Taylor, are jubilant over the result of the election. The Examiner, which sneered at Taylor's candidacy, claiming that the mayor of San Francisco should be something more than "a nice, clean old gentleman," refrains

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RUDOLPH SPRECKELS, WHO HAS FOUGHT FOR GOOD GOVERNMENT IN SAN FRANCISCO.

FATAL EARLY MORNING ACCIDENT AT THE BRIDGE



CROSS SHOWS WHERE GLASS WAS CAUGHT BETWEEN THE ENGINES. WRECKED LOCOMOTIVES AND DIAGRAM OF SCENE OF ACCIDENT.



Frank W. Glass Caught Between Engines and Life Crushed Out—Heavy Fog Believed to Have Caused Smashup. Much Damage Is Done

Officials of the operating department of the Southern Pacific and until they do not attempt to fix the blame for the collision. They are at a loss, however, to account for the seriousness of the accident and some of them are inclined to place the burden upon the shoulders of the Pendleton local's trainmen. It will be some time, however, before all the facts regarding the accident will be gathered and a decision reached.

Frank W. Glass, a switchman in the employ of the Northern Pacific Terminal company, was instantly killed and horribly mangled in a head end collision between the Pendleton local and the Portland and San Francisco or Oregon Express at 7:25 o'clock this morning at a point just east of the end of the Steel bridge. Glass at the time of his death was riding on the runway between the cab and the tender of the engine hauling the local train and was caught between the steel bulkhead of the tender and the woodwork of the cab and crushed to death.

The engine crew of the Pendleton local did not see Glass at the time of the collision and it is not known whether he attempted to jump and was caught in the runway or whether he stepped there to look ahead and was caught before he could step back.

The force of the collision tore the heavy out of the iron extension of the boiler casing on the rear right hand side of the cab and smashed back into the steel bulkhead of the tender, bending the quarter inch sheet of metal and putting a slash in it as though with a knife. It was in this terrible violence that Glass was caught and held until released by trainmen who hatched the switch engine to the rear of the local train and pulled the tender and cars free from the wrecked engine. The engine of the Oregon express, being of a heavy passenger type, was not damaged to any great extent, about the only injury received being a smashed pilot and scoured and dented head.

Died Instantly.
Glass was killed as he stood and was dead before any effort could be made to release him. His left leg was horribly crushed and ground to a pulp while his right knee was also mangled out of all shape. Besides these injuries his body was mangled and ground between the cab and tender until when Coroner Finley lifted it from the cab where it had fallen into the caulk, it seemed as though he had no bones which had not been broken and crushed.

Glass had worked for the Terminal company for about four years and was considered one of the most careful men employed in the yards. He was 37 years of age and leaves a widow and two children, one of them a married daughter, and a father 85 years of age.

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UNION OFFICIAL KILLED BY CAR

W. G. Burton, National Organizer of Carmen, Loses Life at San Francisco.

(United Press Leased Wire.)

San Francisco, Nov. 6.—Two additional deaths due to injuries inflicted by United Railroads cars were reported to the coroner this morning. W. G. Burton, national organizer for the Carmen's union, was knocked down by a car on California street shortly after midnight and horribly mangled. He died an hour later.

William Cue, a laborer, was run down by a car at Eighteenth and Valencia, suffering a fractured skull and internal injuries. He died at the hospital.

BIG FAIR LOSES THREE MILLIONS

Jamestown Exposition Has Proved Gigantic Financial Failure Since Opening.

(United Press Leased Wire.)

Washington, Nov. 6.—When the Jamestown exposition closes on November 30 it will have a deficit of \$3,000,000, according to figures supposed to be reliable. Not a day during the exposition has there been a surplus.

FIRST ORANGES ARE SHIPPED BY GROWERS

(United Press Leased Wire.)

Riverside, Cal., Nov. 6.—The first car of the new crop of oranges was shipped from here today. The fruit is well colored for so early in the season. Last season's output was 5,256 cars of oranges and 344 cars of lemons. This season's crop is expected to eclipse this record by 15 per cent.

NO CRIME TO DEFRAUD U. S.

Ex-Senator Jones and T. S. Potter Contend That Land Swindling Is Legal as Long as No Conspiracy Can Be Shown by the Government Prosecutors.

(United Press Leased Wire.)

San Francisco, Nov. 6.—The case of Willard N. Jones, formerly a state senator from Oregon, and Thaddeus S. Potter, a prominent attorney of Oregon, convicted of land frauds in Oregon, came up on appeal yesterday before the United States circuit court of appeals, and was argued. S. B. Huston, counsel for Jones and Potter, based his case on the statute of limitation and on the ground that there was no existing statute in which to defraud the government.

"The first class of indictment," he said, "is easily defined, since it only includes those cases which some statute of the United States declares unlawful."

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Jones and Potter were tried in the United States court at Oregon. Francis J. Heney, as assistant to the United States attorney-general, prosecuted the case, and the defendants were found guilty as charged in the indictment. Jones was sentenced to one year in the prison on McNeill's island and to pay a fine of \$2,000, and Potter was given six months in the Multnomah county jail and fined \$500.

CHICAGO OPERATORS EXPECTED TO GIVE UP FIGHT TONIGHT

(United Press Leased Wire.)

Chicago, Nov. 6.—The telegraphers' strike will be ended this afternoon or tonight, unless all signs fall. The Chicago local, at a meeting this afternoon, is expected to formally advocate calling it off. In that event the executive committee will act immediately. At last night's meeting 212 voted for calling the strike off and 109 against it. It is expected that a two thirds vote will be mustered at today's meeting.

HEART FAILURE IS BLAMED FOR BULLET HOLE IN DEAD BODY

(United Press Leased Wire.)

Vancouver, B. C., Nov. 6.—A coroner's jury up in Kamroona, Okanagan district, must have been collectively hypnotized by the frontier stories of Stewart Edward White. At the inquest on the body of Nelson Chance, a gambler who was shot to death a week ago by Charles Hines, the jurymen deliberated over the facts for the best part of half a day, though the story of the shooting was known in detail to every man on the jury. In fact the witnesses were called. The jury returned a verdict that the bullet was due to heart failure without saying a word about bullets or murder. Hines was acquitted on the way to prison at Kamroona jumped out of the car window and escaped. He was arrested with a bullet hole in his back, which was the best part of half a day, though the story of the shooting was known in detail to every man on the jury. In fact the witnesses were called. The jury returned a verdict that the bullet was due to heart failure without saying a word about bullets or murder. Hines was acquitted on the way to prison at Kamroona jumped out of the car window and escaped. He was arrested with a bullet hole in his back, which was