This issue of The Sunday Journal comprises 6 Sections—60 Pages

The weather—Cloudy and threatening at intervals; westerly winds.

Oregon Sunday Journal

SHE FLIES WITH HER OWN WINGS

JOURNAL CIRCULATION YESTERDAY WAS 31,542

VOL. VI. NO. 18. PORTLAND, OREGON, SUNDAY MORNING, AUGUST 1, 1909. PRICE FIVE CENTS.

INTERURBAN TRAINS CRASH, MANY KILLED

TEN KILLED OUTRIGHT AND SCORE INJURED

Spokane and Coeur d'Alene Electric Cars Crash With Terrible Results—Oregon Men Crushed to Death.

THE DEAD:
William Allen Ward, Wenatchee, Wash.
A. F. Whitley, attorney, Memphis, Tenn.
William Dalquist, Spokane, Wash.
W. J. House, Scotia, Wash.
William Wenzotter, Harrington, Wash.
J. H. Cox, Medical Lake, Wash.
Golden Boy, aged 12, Spokane.
Puter Baugh, Elkhart, Ind.
John A. Steine, Springfield, Mo.
Three unknown men and one woman, making thirteen in all.

THE INJURED:
Robert Glen, news editor Spokesman-Review.
F. P. Tullain, Bates county, Mo.
Edward Campbell, motorman west bound interurban; chest crushed.
W. L. Perry, Spokane; temple crushed.
Mrs. Gosmer, Fremont, Ill.; body crushed and leg broken.

SERIOUSLY INJURED:
Gustave Benson, Potlatch, Idaho.
Daniel Caroundy, Chicago, Ill.; internally.
Neil S. Paterson, Greenacres, Wash.
Robert Butler, Spokane, auditor Spokane county.
Mrs. Mandan, Spokane; back and legs broken.
Gus Tombleson, Mansfield, Md.; legs crushed.

EXTENT INJURIES NOT KNOWN:
John E. Blake, Filer, Idaho.
Edward Creek, Seattle.
John Gibbon, Elgin, Or.
W. J. James, Hillyard, Wash.
J. F. Timmons, Spokane.
D. B. Jarmon, Weston, Or.
John Bromley, Spokane.
William Beck, Northport, Neb.
Amelia Beck, Northport, Neb.
Alex Gordon, Elgin, Or.
Edward D. Creel, Seattle.
M. L. Borhausen, Marcus, Wash.
Mrs. C. A. Lunsford, Spokane.
G. B. Delman, Weston, Or.
Mrs. Hattie Jordan, Spokane.
Miss Frances Golden, Spokane.
Mr. and Mrs. Charles Osborne, Freeport, Ill.
E. J. Wilson, Eau Claire, Wis.
John Glenn, Spokane, Wash.
Edwin L. Dixon, Northport, Neb.
A. J. Elkhorn, Tacoma.
John A. D. Bemis, Springfield, Mo.
Guy Tombleson, Spokane.
W. F. Wallace, Spokane.
E. S. Williams, Eau Claire, Wis.
W. F. Shinnigo, Spokane.
J. C. Krause, president Inland Empire Biscuit company, Spokane.
John J. Ward, Seattle.
Peter M. Waters, Pleasant Lake, N. D.
F. G. Layton, Spokane.
F. J. Miller, Spokane.
C. P. Miller, Spokane.
C. P. Troyer, St. John, Wash.
G. Offner, Freeport, Ill.
George E. Leavill, Spokane.
Mrs. John Maugdon, Lacrosse, Wis.
W. F. Wallace, Spokane.
Mrs. L. Suggett, Coeur d'Alene.
Walter Orr, Danville, Ill.
F. J. Taton, Spokane.
Carl E. Boyer, Boise.
Edwin Thomas, La Grande.
E. F. Fullam, Agrian, Mich.
Scott Marshall, chief police, Everett, Wash.
Albert G. Pascal, Rush, Colo.
W. G. Moore, Baker City, Or.

(Special Dispatch to The Journal.)

Coeur d'Alene, Idaho, July 31.—Nine killed outright and over 40 wounded, several probably fatally, is the result of a head end collision of two passenger trains on the Coeur d'Alene & Spokane Electric railway, close to the town of LaCrosse, a small station two miles west of Coeur d'Alene. The collision occurred at 4:10 this afternoon. Both trains were loaded to the guards with passengers, most of whom were going and coming from the registration for Coeur d'Alene Indian lands, which has been in progress here for the past 16 days. All the killed and injured were in the first car of the westbound train. This car was literally shivered into splinters by the force of the contact. Some of the dead were so terribly mutilated as to be unrecognizable.

When the news of the accident reached here, every possible means of conveyance was hastened to the scene and the injured were rapidly removed to the undertaking rooms and the local hospital. These places were soon besieged by anxious inquirers who feared for the fate of relatives. Most of the dead and injured are strangers and the process of identification is slow. They were evidently people who had come here to register for land and were returning to their homes when the accident occurred.

The responsibility for the wreck has not been placed. It is reported, however, that the train going to Spokane which consisted of three cars, had instructions to take the switch at LaCrosse and give the main track to the train from Spokane, which consisted of four cars. This is known as the campers' limited, and makes the run between here and Spokane in 57 minutes. Apparently it is stated, the motor driver of the lighter train misunderstood his orders or neglected to follow them, and kept the main track at full speed.

It is believed the motorman's attention was diverted by passengers who had crowded into the vestibule, and that he failed to see the approaching train, which was bearing down upon

(Continued on Page Nine.)

MEXICO TORN BY SEISMIC SHOCKS

People Flee in Terror and Country Is Shaken From Acapulco to City of Mexico—Communication With Coast Cut Off.

(Hearst News by Longest Leased Wire.)

Mexico City, Mex., July 31.—With the people already terrorized from their experiences of yesterday, five distinct shocks were felt again today in the stricken region. All communication is now cut off from Chilpancingo, Acapulco and surrounding towns by the quakes today, but information of the serious nature of the shock came through before the wires all went down. In every instance the frightened operators at the keys declared:

"The town is completely wrecked," or words to that effect. The operator at Chilcancingo, capital of the state of Guerrero, reported the palace of Governor Damien Flores partially wrecked yesterday, completely demolished today, but the family escaped.

Shocks in Mexico.

The shocks in Mexico City today were more severe than yesterday, and few remained indoors tonight. Parks and plazas are crowded, and many people are in want of food, cooks and domestics having fled to the streets and remained there all day praying, afraid to return to their duties.

At 12 o'clock today the shock was so severe that all clocks in Mexico City were stopped and street cars were derailed throughout the city.

The great cathedral is practically a mass of ruins, as it partially fell yesterday and the temblors today finished the work. In the four-story office building of the Mexican National Railways, on Plaza de Guadiola, all the officials and clerks, the majority Americans, ran out when the building began rocking today, and few have ventured to return.

Walls Fall In.

The cornice fell and the walls crumbled in places. The telegraph operators in the offices could not be kept at their keys and there was considerable difficulty in dispatching trains to and from the continental border.

Chilpancingo, Acapulco, Chilapa and Igula, reported destroyed tonight, all are in a direct line south of this city. Providencia is right between Chilpancingo and Acapulco, and as Telapan, Coculo and many other smaller towns are between Chilpancingo and Igula, it is certain the damage has been great in these towns also.

The towns are probably not wholly destroyed, but almost, it is believed.

Damage to Harbor.

The Acapulco operator reported great damage to the harbor. Many vessels were beached by high water.

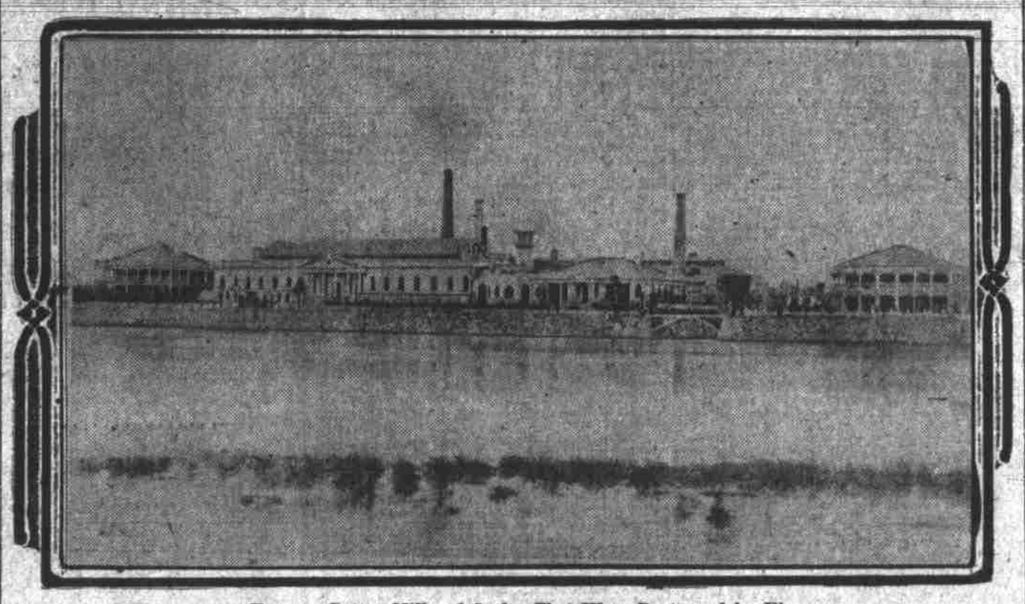
The damage from the quake in and around Mexico City is the heaviest in a decade.

During the shock this afternoon a house was wrecked on Calle Monte Suma and another on Calle Mena. In the southern part of the city a fire started by the quake burned half a block. The firemen fought with difficulty because of broken water mains.

Federal telegraph operators report tonight that they cannot get a wire

(Continued on Page Nine.)

GREAT INDUSTRIAL CENTER OF JAPAN IN MASS OF RUINS 13,000 BUILDINGS BURNED



Famous Cotton Mills of Osaka That Were Destroyed by Fire.

(United Press Leased Wire.)

Tokio, Japan, Aug. 1.—Over thirteen thousand buildings were destroyed by the great fire here. Four square miles of territory were devastated. The loss is in the millions.

Osaka, Aug. 1.—Charred and blackened ruins for several square miles, burned bridges, demolished warehouses, blackened and sunken shipping, refugees pouring from the city through cordons of troops, and over all a heat laden curtain of smoke, made a picture of terrible desolation in fire-ridden Osaka at dawn today.

The great and beautiful "imperial city" of Osaka, with more than a million inhabitants, 24 hours before lay calm and restful. Today an omnipotent power has wrought such destruction as shall make the name Osaka famous in the world's stories of death and devastation.

Throughout the night hundreds of soldiers, sent to relieve the overworked and depleted fire force, toiled to stay the flames. Dynamite was used with little effect on the conflagration, and in many cases provided splintered fuel for the fire. Thousands of homeless men, women and children watched their houses disappear in the swirl of fire without being able to save any of their

(Continued on Page Eight.)

TAFT SHARES COUNTRY'S DISGUST

Said to Intend to Reduce Rates Through Tariff Commission—Critics Say Standpat Victory Due to Him—Borah Finds Joker.

By John E. Lathrop.

Washington, July 31.—"President Taft does not regard the tariff bill as satisfactory and does not propose to rest content with a measure which does not materially change the industrial conditions that obtained under the Dingley law and therefore will appoint a tariff commission composed of men who will bring to him such facts as will enable him before the end of his first term to force the actual lowering of the tariff, so as to lower the cost of living to the common people."

This remarkable declaration comes from one of the closest friends of the president. It is alleged to embody the president's determination, on account of attempts to "sandbag" him, as he characterized the attitude of certain Republican leaders.

Cost of Living Not Lowered.

Tonight, with the tariff bill close to sending to the president for his signature, no one can be found who will assert that the law will lower the cost of living to the average man. It is admitted that the necessaries of life will continue to exact from people of small means too large a portion of their incomes, and the act will not stop the tendency now apparent for prices steadily to rise as business activity revives from the depression of 1907.

The iron and steel schedule has not been reduced enough to rob the steel trust of absolute control of the home market. The sugar trust retains the dictatorship for the sugar trust without the minutest change. It is not claimed by any one that the new lumber schedule will lower the cost to the consumer. The woolen schedule remains practically unchanged with the greatest woolen trust ever planned about completed, which will give higher prices under existing rates. Cotton and lead rates are increased.

Juggling with Dingley Rates.

Although hides are free, New England retains control of the shoe and boot market and there will be no lowering. Shoe manufacturers admit there will be no cheapening. And so on through schedules whence the common people draw their daily purchases for necessaries. The paper trust retains tariff enough to continue in control of the home market.

The reductions in most instances that were forced by Taft were from rates higher than the Dingley rates, proposed by senate or house, but were not lower than the Dingley rates excepting in a few instances. Genuine Republican tariff reductionists therefore admit that the dominant party's pledge to reduce the tariff has not been redeemed in any material degree and will not be until the Dingley rates are really lowered, especially on goods now controlled by monopolies.

The Democrats' Opportunity.

"The cost of living in relation to the tariff," will be the slogan of the Democrats in the coming campaign. This is evident from expressions today by Champ Clark, the house floor minority leader; Congressman Lloyd, Democratic congressional committee chairman; Ollie James and others.

"It will be the housewife with her market basket and shopping bag against

(Continued on Page Eight.)

FIVE LIVES LOST IN ST. PAUL FIRE

Explosion of Acetylene Plant Causes Disaster—Loss About $30,000.

(United Press Leased Wire.)

St. Paul, July 31.—Five lives were lost and $30,000 worth of property destroyed in a fire at 75 to 81 West Third street late this afternoon, caused by the explosion of an acetylene plant being installed by the Kuhle Carbide Manufacturing company. Arnold Kuhle, inventor of a new process and a university student, who was assisting him, still unidentified, are believed to be two of the dead bodies taken from the ruins. The other three bodies recovered were those of a woman, supposed to be Mrs. Gagnon, Tommy Bosky, aged 3, and another 3-year-old child, as yet unidentified.

The police system of the city is a wreck, the central office adjoining the building in which the explosion occurred, being totally destroyed, as were the stores east to the corner of Market street.

Several other occupants of the upper floors of the building had hairbreadth escapes, two children being thrown from an upper window into a life net held by firemen.

Search is still being made in the ruins, but it is believed all the bodies have been recovered.

The famous collection of photographs of noted criminals and crooks, with the Bertillon system, owned by Chief of Police O'Connor, is badly wrecked. This is a severe loss, the chief having been offered, it is said, as high as $50,000 for it.

J. P. MORGAN'S CLERK SUES FOR CHILDREN

(Hearst News by Longest Leased Wire.)

New York, July 31.—In an effort to gain possession of his two children, Marian, aged 11 years, and Chauncey, aged nine, Chauncey Jones, confidential clerk of J. P. Morgan in the latter's Wall Street banking house, today served an order signed by Supreme Court Justice Stapleton on his mother-in-law, Mrs. Bessie Cole, who is acting as custodian of the children, to show cause why she should not turn the children over to their father.

Since the death of the children's mother, they have been in the custody of their grandmother in one of the Vanderbilt cottages at Clifton, S. I. The father has made several unsuccessful attempts to gain possession of them in the past few months.

VOWS FORCED PRIEST SLAYS

Seeks Release, for Love—His Mother Chides—He Kills Her and Himself.

Vienna, July 31.—Joseph Schenigl, a parish priest at Holics, Moravia, shot his mother to death today and then killed himself. The tragedy grew out of the fact that the priest's vow, which his mother induced him to take, prevented him from marrying one of the girls of the parish with whom he had fallen madly in love. Schenigl was ordained a priest, following the wishes of his parents. When he fell in love, he wanted to renounce his vows of celibacy and the church, but his mother pleaded with him to remain true to the church. Suddenly she began berating her son, and this brought on a quarrel that resulted in the murder and suicide.

DE WOLFE IS DETERMINED TO FIGHT

Tacoma Attorney, Threatened With Disbarment, Declares His Intention of Pressing Accusations Against Supreme Court.

(Special Dispatch to The Journal.)

Tacoma, Wash., July 31.—Attorney Herbert N. De Wolfe of Tacoma, against whom the State Bar association has decided to bring disbarment proceedings because of his charges that the entire state supreme court, with the exception of Judge Emmet N. Parker, recently appointed, is grossly corrupt, declared today that he does not fear the outcome of the action, but that if necessary he will carry the case even to the supreme court of the United States.

"A majority of the members of the bar association who were present at the Hoquiam meeting, and I might not be far out of the way to say nine tenths of them, did not know the facts about the charges," said Mr. De Wolfe. "If they had known the facts I am satisfied they never would have adopted the report of the committee."

Says Charges Were Not Read.

"The charges were never read. The association did not hear read my letter of July 12, explaining why I had made the charges and why I did not want to testify or take up my case before the members of the grievance committee. They did not give me a hearing, but adopted the report of the committee without knowing anything about the real facts in the matter.

"I do not believe they will bring charges against me to disbar me from practice; but if they do you can rest assured I will not let it go by default. Such proceedings would have to be brought here before the superior court of Pierce county, and it would be for them to show that my conduct had been such as to disqualify me. Then I would be in a position to show the grounds upon which my charges against the state supreme court are based.

Higher Courts Open.

"To be sure, a trial of this kind, where the state supreme court has the appellate jurisdiction is a little risky, it may be, but there is such a thing as taking it before the supreme court of the United States. I don't think it will go that far, however. I don't think I will have any occasion to carry it that far. I doubt very much whether they will ever bring disbarment proceedings against me.

"I shall certainly fight disbarment proceedings to the last limit if they are brought, but I do not think they will be."

Mr. De Wolfe is manager of the White Automobile company at Tacoma, and is not now engaged in the active practice of law, but says he does not intend to abandon or give up any of his rights.

WHEAT HARVEST BEGINS TOMORROW

Spokane, Wash., July 31.—Harvest begins all over the country adjacent to Spokane tomorrow. The heavy rains the first of the week injured the wheat but very little, although in some sections it laid it down so that it is difficult to harvest. Several hundred more men are needed in the harvest fields.

Farmers figure on a heavy yield of both spring and winter wheat. An extra large yield of potatoes is promised on account of a plentiful rainfall.

GREAT AREA IS DESTROYED BY FIRE

BOAT CAPSIZES; TWO MEN DROWN

Four Others Are Saved From Columbia River Waters by Captain Weir.

(Special Dispatch to The Journal.)

St. Helens, Or., July 31.—Two men were drowned and four narrowly escaped a similar fate when a boat belonging to the steamer Yosemite overturned in the Columbia river near Sand Island, this afternoon. J. M. Rich, a fireman, and John Frederickson, engineer, were drowned. Captain Barney Weir, who lives on Sand island, heard the cries and rescued the other four men.

The six sailors had been to St. Helens and were returning to the steamer. While some distance from the Yosemite, the steamer Hassalo and another steamer passed the rowboat and the waves following in their wake capsized the smaller craft.

Coroner Frank H. Sherwood of Columbia county was called, but decided that an inquest was unnecessary.

HARRIMAN TUNNEL IS BEING CONSTRUCTED

Grading of the five Y's connecting the main line of the O. R. & N.'s Puget sound line with the entrance to the north portal of the peninsula tunnel has been completed. The contract called for 5000 feet of grade and was completed in record time by Contractor W. M. Langley.

Piledriving on the St. Johns branch is well under way toward the south portal of the tunnel. The steam shovel is in place and will begin moving dirt at the north portal of the tunnel tomorrow. The indications are that grading for both approaches to the tunnel will be completed long before the big bore through the peninsula is ready for track laying.

TWOHYS USE PORTERS' TACTICS

Harriman Contractors on Deschutes Railroad Block Rivals' Right of Way Across Disputed Land—Injunction Secured.

(Special Dispatch to The Journal.)

Moro, Or., July 31.—Harriman attorneys today secured an injunction returnable in the circuit court in 10 days through the county court against Porter Bros., the Oregon Trunk and any other interests that may appear to prevent a disturbance of the verbal agreement between Twohy Bros. and the owners of the land along the disputed wagon road. Twohy Bros. have fenced Porter Bros. off the lower end of the disputed wagon road where they cross the Harriman right of way to get to the Oregon Trunk line lands.

HARRIMAN INTERESTS HOLD WHIP HAND IN PRESENT R. R. WAR

(Special Dispatch to The Journal.)

The Dalles, Or., July 31.—Harriman seems to have the upper hand on Porter Brothers today, having secured options on two pieces of land that control the road leading from Grass Valley to Horseshoe Bend on the Deschutes, which has been blocked to Harriman teams the past week because of a little strategy on the part of Porter Brothers. It appears that the land which the Harriman interests have bought was overlooked by the Porters and that covers ground over which the road must pass to reach the grade on the Gertz place.

By the purchase made by the Harriman interests today they are in possession in one end of the wagon road built by Twohys, and Porter Brothers are in possession of the other. Neither can use the road without the consent of the other.

The deal was consummated by J. Bowerman, an attorney of Condon, who, with Judge Twohy, after the deal was closed, made a record run in an automobile to Moro, the county seat of Sherman county, to have the deeds conveying the land placed on record.

KLAMATH MAY GET BIG LUMBER MILL

(Special Dispatch to The Journal.)

Klamath Falls, Or., July 31.—According to reports in circulation in this city the Booth-Kelley company is planning the establishment of a large sawmill on its holdings in the northern end of Klamath county. Officers of the company have just returned from an extended visit to the 87,000 acres of timber owned by the company. They will not confirm the report that active operations are to be begun soon, but their movements would indicate that the report is not groundless. It will require fifteen miles of railroad to connect the mill site with the Klamath Falls-Natron road, which is to be rushed to completion. It is not known when the Booth-Kelley company expects to have its mill established, but the report is that by the time the through line is completed the company will be sawing lumber.

COMPANY HOLDS RIGHT TO WATER

Judge Bradshaw Decides That Deschutes Irrigation Project Can Go Ahead.

Judge Bradshaw of The Dalles has just handed down opinions sustaining the demurrers of the Deschutes Irrigation and Development company in the three suits against it instituted by A. M. Drake, Florence Drake and the Pilot Butte Development company, which is owned and controlled by the Drakes.

The suits brought against the Deschutes Irrigation and Power company were to prevent the company from using a greater quantity of water than 149 cubic feet per second, which would irrigate from 15,000 to 20,000 acres.

The Deschutes company is under a contract to the state to irrigate 240,000 acres. The Drakes claimed that certain powder sites and privileges along the Deschutes river would be injured or destroyed by reason of the diversion of the water sufficient to irrigate this tract. These three suits were to enjoin the O. I. & P. Co. from diverting the water.

In dismissing the suits, the judge also held that the state of Oregon is a necessary party of the defendant in this class of suits, as the land is being reclaimed under the provisions of the Carey act, and the state is under contract with the United States to furnish a sufficient amount of water to irrigate the lands applied for.

The Deschutes Irrigation and Power company are sub-contractors under the state, and if amended complaints were filed the state of Oregon would have to be made a defendant.

"The decision of Judge Bradshaw," said John Hall of the Deschutes company today "is a matter of gratification to the officers of the company and of the state as well. The water supply is now assured, and there are no further obstacles in the way of completing this great project."

OFFICIAL SEAL ON AEROPLANE

(Hearst News by Longest Leased Wire.)

Washington, July 31.—The Wright aeroplane, which successfully completed the tests required of it yesterday, was formally accepted by the government today. The two brothers called at the war department this morning and were informed by General Allen, chief of the signal service corps, who has had jurisdiction of the matter, that the machine, having met all the requirements, was entirely satisfactory and now becomes government property. In addition to the contract price of $25,000 for the machine, the Wright Brothers will receive $5000 bonus for two miles speed per hour in excess of the government requirement. This was determined by the official figures of the remarkable flight yesterday. These were made public today and show that the aeroplane covered the distance from Fort Myar to Shooter's Hill at the rate of 37.736 miles per hour and returned at the rate of 47.431 miles. The mean between the two places is 42.583 miles per hour, which stands for the record for a two man aeroplane, in a cross country flight.

As to their future plans, the brothers are not yet sure. One of them will go to Germany, where the completion of a large contract awaits them. They have not decided which one will go. They are also planning to sell aeroplanes to individuals at about $7500 each for exhibition flights.

Orville left for Dayton this afternoon with his sister Katherine.

It is understood that Wilbur will remain to instruct two army officers in the use of the aeroplane, according to contract. These two officers will be Lieutenants Lahm and Faulois and instructions will be begun in a few days.

HOME SEEKERS WERE CROWDED ON FAST TRAIN

Owing to the rush of homeseekers to the Coeur d' Alene country and the great tourist traffic to Coeur d' Alene lake, trains consisting of five and six coaches, heavily loaded, make the trip from Spokane to Coeur d' Alene, a distance of 30 miles, on a 55 minute schedule, including six or seven stops.

It has been stated that faster time is made on this road than any electric road in the northwest.

The roadbed from Spokane to Coeur d' Alene is solid and substantial and the track is comparatively level the entire distance.

The road was built about two years ago and is a branch of the Spokane & Inland system, which is owned by Jay P. Graves, the well known Spokane capitalist.