

BE CALM, GENTLEMEN, NO LIKELIHOOD OF A RAILROAD SHAKE-UP!

President Farrell Explains Visit of Union Pacific Officials in Portland.

B. L. Winchell will make his bow to Portland tomorrow in his new capacity as director of traffic of the Union Pacific system, when he arrives from San Francisco in company with Judge R. S. Lovett, chairman of the executive board. President J. D. Farrell of the Oregon-Washington Railroad & Navigation Co. said this morning the two officials expect to remain in Oregon several days, though their itinerary has not been mapped out.

"There's no use trying to make any mystery out of the visit of these men," said Mr. Farrell. "There is no 'hen on' and the fact that President Mohler happens to be here when the chairman and the traffic director arrive doesn't mean a significant shakeup in the system, either in the executive or traffic departments. It's got so recently that Mr. Mohler can't come out here to shoot a duck without having somebody revive that ancient canon about the consolidation of the O.W.R. & N. and the Oregon Short Line into the Union Pacific so thoroughly that Omaha is to become the headquarters for the entire system. That isn't true now, and never will be because the Pacific northwest is too far away to be efficiently handled by a president away back in Omaha. Besides, we have problems that never come up back there, and wouldn't be handled with the intimate understanding that comes only from close contact."

Mr. Farrell said the visitors probably would go over the Oregon lines, although they had made no decision as to which ones would be traversed nor when. Mr. Winchell has not been in Portland since his appointment to the traffic directorship. Many of the men who are to be under him he has never met, and he is not familiar with the volume or character of the traffic. That is why he is making the tour, Mr. Farrell stated. As for Judge Lovett, he makes the roundup of the system about once every year.

RAILROAD COMMISSION INVESTIGATING CHARGES

Telephone hearings will be held by the state railroad commission each day for the rest of this week. This afternoon a hearing is being held at Troutdale where the standardization of rates is being investigated. The commission has been asked to increase the rates paid by stockholders of the company there that they may pay the same as non-stockholders. It is claimed the stockholders are paying discriminatory and illegal rates.

Tomorrow a hearing will be held in Knappa regarding the service there and the commission will also investigate the depot facilities provided by the S. P. & S. railroad which took over the former Astoria & Columbia River railroad. Saturday the commission will meet in St. Helens to consider the question of physical connection between three small companies there.

Widow Granted Pension.

Mrs. Adolphine Thorsen was allowed a pension of \$15 for the second time by the case committee of the widow's pension department of the juvenile court. This pension is to be paid but one month as a son is to be given a permit to work and the pension will then be cut to \$11.50. The first pension was discontinued when the woman was sent to the Troutdale sanatorium for treatment and her children were cared for at the Detention Home. Three pensions were denied and one was withdrawn as the woman has left the county.

THOUSANDS DELAYED WHEN MADISON LIFT RUNS AMUCK

Engineer Unable to Apply Electric Brake and Span Rises Above Connections.

Thousands of persons, due to arrive at their respective places of business between the hours of 7:30 and 9 o'clock in the morning, were delayed almost an hour today when the lift span of the Hawthorne bridge refused to go back in position after being raised to allow the passage of a boat.

It was at 7:34 that the bell rang, giving warning that the span was to be raised to allow the schooner W. H. Smith to pass to the Portland Lumber company's dock. The high masts necessitated lifting the span to its utmost point.

Passengers waited in the street cars until they became restless. Then word



Picture shows draw while out of Commission and delayed cars at west end of span.

passed along the line, and by that time cars and vehicles on the east side were strung clear back to Grand avenue, and on the west side up First to Salmon street, that the span was stuck. The cars immediately began to empty, and the delayed passengers headed for the Morrison bridge, seven blocks north. East Water street for a while was jammed with people hurrying to work. Morrison street cars were swamped.

Could Not Retrace Cars. Mount Scott division cars, all of which cross the Hawthorne bridge, are of standard gauge, and could not be routed any other way. West side cars therefore remained stationary, while the east side cars went back over the tracks they came on.

The bridge span was balky for an hour and 40 minutes. The huge counterweights, each weighing hundreds of tons, rested solidly on the roadway of the bridge, while the lift span itself was higher than it had ever been before. About two weeks ago the weights were shifted so that a ton more was on the lifting, or counterweight side. The brake blocks were a little loose

then, and with more of a pull against them, they became looser.

Could Not Stop Span. To apply the electric brakes requires considerable strength and weight. Because they were already loose, Day Engineer C. F. Smith, when he went to jerk them over this morning, found he was unable to turn the trick, and the heavy span kept right on going as though it meant to climb out on top. Finally the big weights hit the bottom, but the trolley wheels of the span had gone several feet above the wires that furnish current, and the bridge was helpless.

Electricians of the street railway company had to go up and attach jumpers or extensions to the feed wires to move the span down to where the wheels would touch the wires again. The rest was easy. "The accident won't happen again," said M. J. Murnane, county superintendent of bridges, who was on the job early. "We are going to have an emergency switch put in, so that in case the brakes refuse to work we can use this cutout." The span descended again at 9:15.

BURGLARS FRIGHTENED FROM WILCOX HOME

Burglars attempted last evening to enter the home of T. B. Wilcox, at King street and Park avenue. They were frightened away by Special Officer Harry Adams.

The special officer heard a noise at the rear of the Wilcox home. He called the police station, asking for help. Mo-

torcycle Officers Bales and Christofferson answered. The three men surrounded the house, but the burglars had escaped. The rear window had been forced open, and indications were that one man had partly entered the house.

Oregonians Call on Senators. Washington, D. C., Oct. 30.—Robert A. Hume, Portland, returning from Europe, and Frank Menefee, formerly district attorney at The Dalles, called on the Oregon senators today.

MOVEMENT OF TROOPS STIRS GALVESTON BUT IT IS NOT TO MEXICO

Long Beach Thinks It Has Been Chosen as Site for Mobilizing Invading Hosts.

(United Press Leased Wire.)

Galveston, Texas, Oct. 30.—Colonel Frank West, commanding the Second United States cavalry at Fort Bliss, was ordered today with his entire command, but without horses, to go on board army transports, awaiting them at this port. The second army division here was kept in readiness to move at a moment's notice.

In reply to queries concerning the transfer of the Second United States cavalry from Fort Bliss, it was stated at the war department, that the regiment was ordered to Fort Myer, near here, a month ago, and that the Fifteenth cavalry, now at Fort Myer, will go to Fort Bliss. The change, it was said, has no significance so far as the Mexican situation is concerned.

Look for Mobilization Place. Los Angeles, Oct. 30.—Southern Pacific officials admitted today that their agents are looking for a tract of about 2000 acres near Long Beach or Los Angeles harbor, suitable for the mobilization of a large body of troops. They are acting under orders, it is said, that came from Atlantic seaboard officers of the company, and it is reported that these orders are the result of a request by the war department.

Recently rumors were current here and at Long Beach that the government was considering establishing a pre-diege near the latter city. Local Southern Pacific officials have received no instructions to be ready to handle any movement of troops into California from the barracks at Vancouver. Whenever such movements are contemplated, it was explained today, the railroad company is notified far enough in advance so it can assemble tourist cars and the other equipment necessary to care for the mobilization.

FATHER DIES WITHOUT DAUGHTER'S FORGIVING

Chas. Haas Succumbs to Self-Inflicted Wounds After Killing Wife.

Charles Haas, the meat cutter who shot his wife, then himself, died last night at the St. Vincent hospital after lingering 10 days. His 15-year-old daughter refused to forgive him for killing his mother.

Early yesterday afternoon Haas' condition began to grow worse rapidly. Last evening he asked that Kate, the daughter, be asked to visit him at the hospital. When she arrived, Detective Hammett told Haas who she was, as the man was semi-conscious. Haas then recognized the daughter. "Why didn't you come before?" he asked. The girl made no reply, but stood quite a distance from the bedside.

Firmly the daughter finally asked: "Why did you kill my mother?" The dying man made no answer, but Detective Hammett told the girl that her father was sorry for what he had done, and that he wanted to talk to her. Still the daughter refused to talk and walked away.

Death came at 11:35 o'clock. For a few days after he shot himself Haas improved and indications favored recovery. Shortly before 9 o'clock yesterday evening he revived and asked that an attorney be summoned to prepare some legal papers, but it was too late, for the man was unconscious when the attorney arrived. The coroner took charge of the body.

ONE KILLED, SEVEN HURT WHEN TRAINS MEET

(Special to The Journal.)

Ontario, Oct. 30.—Two gravel trains on the Oregon Eastern railroad engaged in ballasting track west of Vale came together in rear-end collision yesterday afternoon at mile post No. 81, resulting in the injury of eight men. Five of them were brought to the hospital in this city on a special train.

Wesley Hinton, a dump man, died soon after he reached the hospital. Harry Berg, the conductor on one of the trains, and Frank Buckley, brakeman, were badly hurt. Buckley's leg and head. It is feared Buckley is fatally hurt.

The two trains were backing towards each other, and came together around a curve at a point where the tracks were midway a hill at about 10 miles an hour. Traffic was temporarily tied up.

Sues for \$35,000 Damages.

Suit was instituted today in the federal court by Carl Kroil, a railroad carpenter, against the Southern Pacific company, to recover damages for injuries received in a fall from a trestle at Parker, in Benton county, last March. The bridge was 30 feet high and the ties were covered with snow. Compensation of \$35,000 is asked. The complaint was filed by Attorney Arthur I. Moulton.

In Behalf of Condemned Men.

For the purpose of protesting against the hanging of two youths, Mike Spanos, aged 31, and Frank Seymour, aged 19, at the state prison tomorrow for murder, the anti-capital punishment crusaders will meet tonight in room 18 of the Selling-Hirsch building. The session will convene at 8 o'clock, among those who will speak will be J. P. Kersch, of the manual training school.

Miss Schiewe Improving.

The condition of Miss Lydia Schiewe, the young woman who was struck by a taxicab on Union avenue Sunday night as she was alighting from a streetcar to go to her home, was much better today. She has regained consciousness and is resting easier. Operation for the internal injuries may not be necessary. She is at Good Samaritan hospital.

Federal Grand Jury Busy.

The United States grand jury reconvened this morning for a brisk three days' session. Statute limits the life of this grand jury to three more days, and the body is working overtime to grind out the 12 remaining cases and make a final report Saturday at noon.

M. G. MUNLY FAVORS NAME OF BROADWAY

Does Not Want It Changed Back to Seventh Street on West Side.

"I note in yesterday evening's Journal an interview with W. C. North, in which he states that I am one of those who favor the change of the name of Broadway street on the west side to the original name of Seventh street," said M. G. Munly this morning. "Mr. North is naturally surprised at this change, but his astonishment was not greater than mine when I read his interview. I cannot understand where Mr. North got his information on my attitude on this question. He is wholly misinformed."

"Mr. North stated truthfully that I suggested the name Broadway for Seventh street originally. I am opposed to the change back to Seventh street, and my opposition has not been passive, as many property holders on Broadway, west side, well know."

"I think Mr. North has been lacking in diligence, otherwise he could have easily found out where I stood on this matter, and who are the real promoters of the frivolous and retrogressive change."

HUSBAND LOSES SUIT AGAINST SPIRITUALIST

It took a jury in Circuit Judge Davis' court but 10 minutes last night to decide that Mr. and Mrs. Elliott Tufford did not use psychic means to lure Mrs. Harry K. Platt from her husband and thus wrong him to the extent of \$15,000, for which he sued. The verdict returned was in favor of the Tuffords. Platt is a shingler and alleged that after his marriage he took his wife to Los Angeles. He said that his wife's parents, who reside in Portland, are spiritualists, and that through their spiritualism they alleged they learned that he mistreated his wife and that



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M. C. Dickinson, Managing Director.

THORSEN FILES MOTION FOR WRIT OF REVIEW

M. G. Thorsen, of Fisher, Thorsen & Co., has filed a petition in the circuit court for a writ of review of the finding of Municipal Judge Stevenson, who fined Thorsen \$20 for violation of the building code. The petition is based on the fact that the complaint, which was filed September 2, was signed by R. A. Sullivan, a deputy city attorney under ex-City Attorney Grant, whose term of office ended last June. The complaint was signed April 11 last, but was not filed until the September date. The complaint charged that Thorsen failed to roof a building at East First and Salmon streets with noncombustible roofing, as required by the building code.

Journal Want Adg bring results.

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Special Price Matinee Saturday
Mr. Fred C. Whaley presents the favorite Light Opera
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Evening: Lower floor 10 rows, \$2; 12 rows \$1.50; balcony, \$1.50. Special price matinee: Lower floor, 10 rows, \$1.50; 12 rows, \$1. Balcony, 10 rows, 75c, 12 rows 50c. SEAT NOW SELLING

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1:30 P. M.
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6:00 P. M.
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LYRIC

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WEEK OCT. 27—Leland and Onlay in "A Dash to the Pole," a national comedy in one act. Tuesday night, Athletic Contest. Friday night—Chorus Bill Westcott. Evening: 8:00, 8:30, 9:00. Matinee, any seat, 15c. Coming Nov. 4, the Four Diving Beauties.

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REGULAR \$35 AND \$40 PRODUCTIONS—Your opportunity to secure such values was never as good as now. Distinct individual creations of Serge, Diagonals, Poplins, Bengaline and Cheviots. Every new color on the card.

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