

DOES SEATTLE WANT FOR ITS MAYOR THE LEGAL REPRESENTATIVE OF THE WHITE SLAVE DEALERS---HIRAM CHARLES GILL?

REPUBLICAN CANDIDATE CONVICTED BY RECORDS IN COURTS OF COUNTY

Slave Dealer Says Gill is Known Throughout the Country as Legal Agent in Seattle of White Slavers—Candidate is Attorney of Record for Cases Now Pending in Courts of King County.

(From the Post-Intelligencer Feb. 1, 1905.) "If the scales are held even it must be admitted that Mr. Hi Gill is within his legal right as a member of the bar when he appears as an attorney for the most depraved of creatures, but it is equally admitted as true that in so doing he dishonors his position as president of the council. Dishonor is not generally looked upon in the eyes of public opinion it may sometimes look upon as many crimes. Mr. Gill's protestations that he will continue to act in his professional capacity cannot be overcome by his skill apparently he has little regard for public opinion."

Does Seattle want the legal representative of the White Slave Dealers Association for mayor?

Mr. Thurna, a convicted white slaver, declares Hi Gill is a white slave attorney, and the court records in other white slave cases bear out Thurna's contention.

See the primaries Gill has refused to appear in court in defense of the men who deal in white slaves—but he has paid another attorney to do this work for him.

Here is the story of Max Thurna, convicted February 15 in the superior court of this county, of living off the earnings of Ellen Stein. Thurna when arrested had letters in his possession, written in Hebrew, which showed the cold-blooded commercial methods employed by these men who deal in women for sinners do in live stock.

When he was arrested by the United States immigration officials Thurna sent for Hi Gill and paid him \$250 to defend him. Thurna says he sent for Gill because he is known among the white slave dealers in women as the attorney of their class. Thurna engaged Gill to defend him and also to defend Joe Herman, another white slaver. Gill took the \$250.

The records of the superior court show that the law firm of Gill, Hoyt & Frye were attorneys for Thurna and Herman.

When it came time to serve notice that the trial of these white slave dealers had been set, the notice was served on Gill, Hoyt & Frye. The signature of this firm appears on the notices filed in the superior court.

Six days after Gill had been nominated for mayor on the primary ticket Thurna's case came to trial. The day before the case was called Gill saw Thurna and told him that he could represent him. Thurna tells of the meeting as follows:

"Sunday Gill informed me that he could not be my lawyer in court. He said he was running for mayor and the newspapers would tell about it and it would lose him votes. I was angry but Gill said he would send me another lawyer and pay him himself. I begged him to look after my case but he said it was no use, as he was running for mayor and wouldn't let people know he was my lawyer. Monday morning when I was brought into court a lawyer named Broadwell was there to defend me. Gill had sent him to the court house. He tried my case and I was convicted."

Walter Shaffner, the attorney who defended Thurna, tells in connection with the case as follows:

"IT WAS MY FIRST WHITE SLAVE CASE. GILL ASKED ME TO DEFEND THURNA AND GILL PAID ME FOR IT."

Gill also withdrew from the defense of Joe Herman, arrested at the same time as Thurna. Herman is to be defended by George Bennett, who was recommended to Herman by Gill.

That this is not an unusual circumstance with Hi Gill is shown by the court records in the Case of William Bowman, arrested December 1 as a white slaver. The court records show that Bowman is defended by Gill, Hoyt & Frye. Gill has not yet withdrawn from the Bowman case, which will soon come to trial, but it is likely that Gill will have another lawyer appear in court.

No matter who appears in court, the court records show that in these three white slave cases Hiram C. Gill, republican candidate for mayor, is their attorney, accepted their fees and defended himself to acquit them.

There is no hysteria about these charges. They are set forth in all clearness. The records show Hi Gill to be the attorney for the white slave dealers; a convicted white slaver declares that he knows the country over in this capacity.

Would the people of Seattle elect the attorney for the white slave dealers or the Great Northern railroad as mayor?

Why, then, elect an attorney for the WHITE SLAVE DEALERS ASSOCIATION? Why elect a man employed by the Great Northern of the earth, who earns the dirtiest dollars that circulate in the city?

THAT IS HI GILL! AND HE CANNOT DENY IT!

WILL PREACH TO DREAMLAND FOLD SUNDAY

Rev. Mr. Herthum Will Deliver the Sermon and Michael Fisher Will Put on Amusements.

There will be vaudeville and preaching at Dreamland rink Sunday night. Michael Angelo Fisher, who conducts the dance hall on weekdays, will provide the vaudeville, and Rev. Mr. Frank E. Herthum, pastor of Union Christian church, Georgetown, will provide the sermon. Maybe vaudeville is a bit too strong a word for the "innocent amusements" of the evening, but there will be music and plenty of it, and some comedy.

Will Be "Innocent" Amusement.

Mr. Herthum will outline the kind of program he thinks will be "innocent," and Michael Angelo Fisher will furnish it, and incidentally it might be suggested that Mr. Herthum has liberal ideas about amusements. He can't see why the young people who attend the Dreamland dances week nights shouldn't be given something in the way of amusement that will please them Sunday night, and Mr. Herthum also thinks that he can preach a sermon on Christianity that will equally interest the regular patrons of Dreamland.

Will Help Some People.

"Maybe we won't do them all good, but we won't do them any harm, and there is the chance of getting at least some of the throng that will be there to live a more honest and upright life," said Mr. Herthum this morning. "It is for that reason that I have accepted Mr. Fisher's offer. He has agreed to furnish the hall and provide the singers and what other amusements all at his own expense."

Minister to Be Censor.

The arrangements were made this morning, and for a moment Michael Angelo Fisher was scratching his head. Mr. Herthum started to leave all the arrangements to Michael, but the latter had to call for help, and finally it was agreed that Mr. Herthum would outline what he thought would be "innocent," and that Michael would make suggestions and the minister would pass on them.

SIX YEARS FOR AN OLEO DEALER

(By United Press.) CHICAGO, March 1.—Judge K. M. Landis, the man who sentenced the Standard Oil Co. to pay a \$29,000,000 fine, struck hard at oleomargarine dealers yesterday, when he sentenced W. A. Broadwell, a local dealer, to serve six years at Leavenworth and to pay a fine of \$15,000.

"The government has lost \$15,000 to \$20,000 through Broadwell," said the judge in giving sentence. "It is shown that as soon as he was arrested, he gave bail and went on violating the law."

"A wilful defiance of the federal statutes," he added. "Three other dealers are to be tried at once. Judge Landis admitted that he intimated that he might look into the culpability of the manufacturers."

Congressman Maxley of Illinois gave bail for Broadwell repeatedly, it developed.

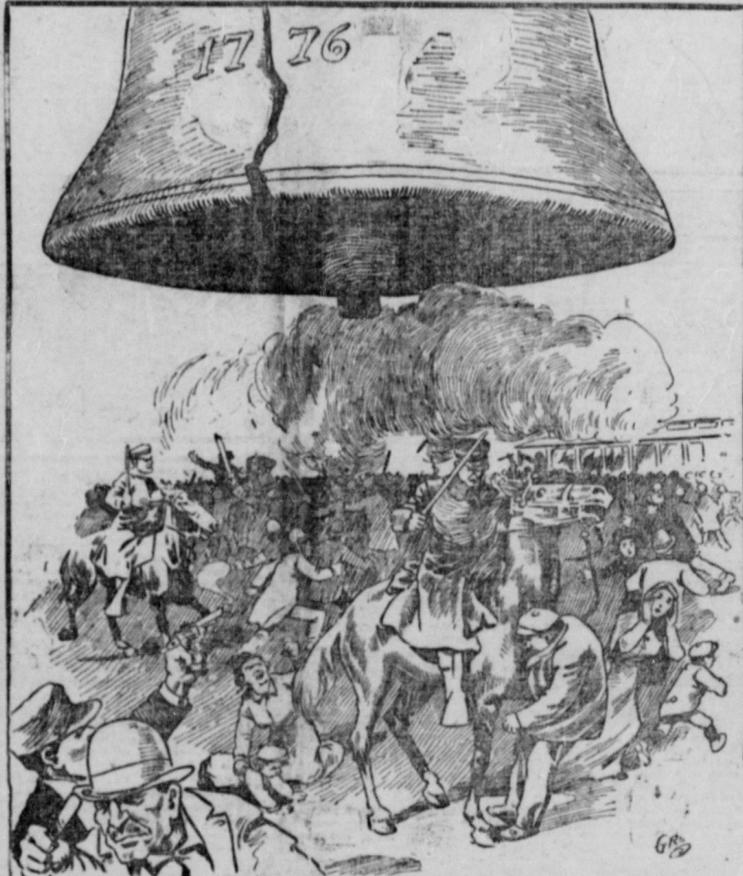
INDIAN MURDERS TWO OVER GIRL

(By United Press.) HOQUIAM, March 1.—As a result of a quarrel over an Indian girl on the Quinault reservation, Fred Pope, an Indian, shot and killed William Hoh and Adam Hawk, two Indian policemen. Word of the tragedy, which occurred yesterday, has just reached here.

Pope is still at large, and declares he will kill five other Indians and then end his own life. The reservation is in a state of terror. The authorities are hurrying to the scene.

THE WEATHER. Occasional rain tonight and Wednesday; cooler tonight; high southwest winds.

IN THE SHADOW OF LIBERTY BELL



REGISTRATION FRAUD CASE NOW ON TRIAL

F. E. Winchester Faces a Jury in Superior Court—State Has a Strong Case Against the Man.

Frank E. Winchester, one of the main workers in perpetrating registration frauds for the Gill workers in the primary fight, was placed on trial this morning before a jury in the superior court upon an indictment charging him with illegal registration.

Winchester lived at 2902 First av., but he registered from 420 1/2 Pike st. His object in making the false registration was to obtain residence in the Fifth ward, where he was appointed a registration clerk and also judge of election.

Winchester had charge of the precinct books in the Third precinct of the Fifth ward, where there was a large number of floaters registered by the Gill workers. Winchester, also as judge of election, was to facilitate the floaters in voting.

Winchester was arrested by Grand Jury Detectives Marion He and is upon this indictment he is now on trial. The case against him is strong.

Deputy Prosecuting Attorney Murphy, in outlining the case to the jury, stated that, although the testimony would not be long, the case nevertheless was one of the greatest importance to the community.

Juror Zimmerman, one of the jurors impaneled, was satisfied that floaters had been registered by the wholesale, and he was so disgusted with the political tactics of the Gill machine in the primaries that he admitted that he could not give the Gill worker a fair trial. He was excused.

PEOPLE WIN FIGHT WITH INTERURBAN

The state railroad commission has decided that the increased fares put into effect by the Puget Sound Electric company, October 17, 1909, are for the most part unreasonable.

The commission orders that the round trip rates in effect between Seattle and Renton Junction before last October be re-established within the next 10 days.

A rate of 30 cents for the round trip between Earlington and Seattle, and a rate of 25 cents between Renton and Seattle is ordered.

The new single way rates are permitted to remain in effect between Seattle and Tacoma and intervening points. The request for a reduction of the round trip fare between Seattle and Tacoma is denied.

The effect of the decision is to give the working man who lives along the interurban and who works in Seattle the old round trip rates. This is in effect as far as Renton Junction. Between Renton Junction and Alouha the company may issue commutation books of not more than 32 rides a month at a rate for single trips equal to one-half the round trip rate in effect before October 17, 1909.

Up to date the company has been selling commutation books requiring 50 rides a month.

The commission found that the value of the Puget Sound Electric Co.'s property was not \$10,000,000 as claimed, but \$4,500,000. The commission also found that the company was not making 7 per cent on this valuation, falling short about \$50,000 a year. The commission, however, contends that the rapidly increasing through business between Seattle and Tacoma will take care of this deficiency.

PACIFIC MAIL COMPANY HUNG BLUFF ON U.S.

Forced Government to Grant Mail Carrying Privilege on Threat of Withdrawing Boats.

(By United Press.) WASHINGTON, March 1.—The Pacific Mail Steamship company is bluffing the United States into an exclusive mail contract, and the government does not dare to call the bluff. This is the admission of Secretary Dickinson.

In testifying before a special committee of the senate, Secretary Dickinson said today that he had been led by force of circumstances into a position where he must grant the Pacific Mail company an exclusive carrying contract. He declared that the grant would be illegal, as neither he nor any other cabinet official had the authority to make it. The secretary intimated it would withdraw its ships from the Pacific coast run, thereby depriving the government of an outlet on this coast, unless the government consented to its demands.

"If the ships on the Pacific side should be withdrawn, I feel my position would have been indefensible, and therefore I was forced to accept the terms offered by the Pacific Mail," said the secretary.

"I consulted with President Taft, and we were not willing to take the risk of calling the company's bluff," he continued. Dickinson said he suspected the Pacific Mail to be in an alliance with the Southern Pacific railroad. He told the committee that he had told President R. P. Schwerin, of the Pacific Mail, of his suspicion and that his interview had been a stormy one. Schwerin denied any such alliance, but Dickinson said he left convinced that the company was not independent.

In conclusion, he told the committee the surest way to break the monopoly was for the government to establish a steamship line to ply among Pacific coast ports. He added, however, that he was not prepared to say that this would be the wisest course to pursue.

G. N. TRAIN BURIED IN AVALANCHE

The Helpless Passengers, Stalled Since Tuesday at Entrance to Cascade Tunnel, May All Be Dead—Wires Down Before Details Are Learned—Relief Trains on the Way.

(By United Press.)

EVERETT, Wash., March 1.—The train reported wiped out by a snow slide west of the Cascade tunnel today has been definitely fixed as the Spokane local, westbound, stalled near Wellington since February 24. The 30 people aboard may have all been killed.

EVERETT, Wash., March 1.—The Great Northern train which has lain stalled above Scenic since last Tuesday has probably been destroyed by an avalanche.

"Mail train stalled above here wiped out by landslide."

This much of a message came over the wires from Wellington shortly before noon, then the wires broke. Since then, though every effort has been made, no single further word can be learned of the terrible catastrophe.

Every wire, telephone and telegraph, between here and Wellington is down, broken by the terrific snow storms and slides that have disrupted the Great Northern service.

SEND RELIEF TRAIN.

Immediately on receipt of the dispatch Great Northern officials equipped a relief train and started out. Every available physician and nurse in Everett and Bellingham were hurried out on the train. Food supplies and a big crew of wreckers and carpenters were taken along.

What train it is which has met this terrible fate, how many passengers it carried, whether they all went down to death buried under tons of snow and broken iron and woodwork—all this is unknown.

The railroad officials got but the one despairing cry for help before Wellington, the nearest telegraph station, was cut off from the world.

It is not even known whether it is an east or west-bound train. Railroad officials, however, think that it is most likely the westbound train which was stalled closest to the tunnel a week ago today.

The train was a local and carried only 30 passengers, the railroad men say.

The train which is believed to be wrecked left Spokane over a week ago and should have arrived in Everett last Tuesday afternoon. Heavy snows stalled it and blocked its course nine miles beyond Scenic, right at the entrance of the Cascade tunnel.

Five other trains were stalled in the mountains by the heavy snows that fell and drifted over the tracks, but all of these, as far as can be learned, have been reached by wrecking crews and rotary snow plows and have proceeded to safety.

COULDN'T REACH THIS ONE.

But this one train had remained beyond the reach of snow plows and wreckers. In the face of a desperate fight by railroad workers, new snows quickly covered up their work and made their efforts vain.

The passengers were not much disturbed at first. Many of them made their way on foot to the Scenic Hot Springs and got trains from there.

Supplies were purchased by the dining car officials for the other snowbound passengers. It is thought that about 30 of them remained with the train.

This morning Thomas Degnan, freight agent of the Great Northern in Seattle, said that he thought the worst of the trouble was over and that it was only a question of hours till the stalled train could get under way.

THEN CAME THE NEWS.

Then came like a thunderbolt the news of the terrible catastrophe which had struck a Great Northern train, presumably the one stalled at the tunnel's mouth.

On the Northern Pacific the last obstacle to traffic was cleared away yesterday. The landslide at Easton of yesterday was cleared away by 2:30 in the afternoon and nothing further has happened to hinder traffic. Trains are running slowly but regularly.