

Morning Oregonian

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PORTLAND, OREGON, FRIDAY, JULY 11, 1902.

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TRACY IN CORNER

Battle With Outlaw Now Imminent.

WAS SEEN BY THE POSSE

Fugitive Will Be Closed In On at a Given Signal.

IN THE VICINITY OF AUBURN

Convict Held Up Farmhouse at Kent and Secured Provisions—Made a Man Go to Tacoma and Buy Him a Gun.

SEATTLE, July 11.—A special to the Post-Intelligencer from Auburn, Wash., dated 1:10 A. M., says:
"Sheriff Cuddehe has just received the startling intelligence that members of the posse exchanged shots with Tracy a few miles west of Covington at 11:40 o'clock. The dispatch, sent by J. A. Bunce, states that the convict was chased into the brush at a point between Covington and a mile west of there. An urgent request is made that the bounds be sent to the spot at once."

This shows that Tracy, baffled in his attempt to board the freight train, is working toward Covington, probably with the intention of trying to board the next train at a point where the grade is steeper. It is regarded as likely that, finding his pathway barred, he may try to backtrack toward Auburn or Kent. Ex-Chief of Police Woolery and Deputy Sheriff Brewer, of Everett, have been added to the force covering the region between here and the Green River bridge. The blood-hounds will be sent toward Covington before daylight, in order that as little time as possible may be lost in placing them on the outlaw-convict's trail.
The opinion prevails that Tracy has now placed himself in a death trap by which nothing but his wonderful luck can release him.

AUBURN, Wash., July 10.—Sheriff Cuddehe stated at midnight that he now has the locality in which it is believed Tracy, the escaped Oregon convict, is in hiding completely surrounded, and if the outlaw does not succeed in escaping through the lines before daylight, a pitched battle is imminent. Tracy is believed to be located on an eminence commanding the approach from all sides, and the plans of the Sheriff contemplate a concerted move from all sides at a signal. The advance will be preceded by the blood-hounds, which will be cast loose immediately after daylight, in the hope that the fugitive can be driven to bay.

Michael Dolan, who says he positively recognized Tracy, is well known in Auburn and is regarded as a thoroughly reliable man. If Dolan's belief is true, a fight is imminent at daylight, in which Tracy will be forced to pit his nerve and wits against a score of picked detectives, with what success the next few hours will reveal.

Independent of the Dolan report, there is abundant evidence that Tracy was in the vicinity of Auburn this afternoon. Two young women residing near where Dolan lives, were tonight told that they saw the phantom-like outlaw. He passed them on the county road, going in the direction of the locality where Dolan believes he is now in hiding. Both young women claim that Tracy carried his rifle in his right trouser leg, when he passed them, the stock only being visible at the waist line.

TRACY HOLDS UP KENT HOME.

Secures Provisions and Makes Man Go Buy Him a Pistol.

KENT, Wash., July 10.—Tracy, the notorious Oregon convict, was at the home of E. M. Johnson, two miles southeast of this place, Wednesday night. When he left the house he was armed with a new revolver and his 30-30 Winchester, and had a plentiful supply of both ammunition and provisions. Tracy sent Johnson to Tacoma, to purchase the revolver and ammunition. He threatened to exterminate Johnson's family on the least sign of treachery. The murderer seemed fidgety out, and talked very little about himself or his plans. While at the house he spent nearly all the time watching for his pursuers. He left the house after dark, headed either for Seattle or the Palmer cut-off.

Not only did Tracy force Johnson to buy the revolver, but he made him borrow the necessary money in Kent. Johnson went to Tacoma and secured the weapon without sounding any note of warning to the authorities. He was badly frightened. Tracy seems to have a predilection for people named Johnson. He made Louis B. Johnson, of Bothell, drive him from that place to Woodland Park, after killing Deputy Sheriff Raymond at Wayne. At Port Madison he entered the home of John Johnson and drowned with Anderson, the hired man, and after leaving the Gerrells home at Renton he fled to the house of the Kent Johnson.

Tracy Now Anxious for His Safety.
That the murderer is becoming anxious for his safety was shown by his conduct at the house of Johnson yesterday. He seemed to realize that his exploit at Renton had reached the limit. His gait had been replaced by the nervous excitement of a man near the end of his rope. At times he acted like one at bay, his audacious carelessness had given way to apprehension and watchfulness.
Tracy arrived at the home of Johnson

at 6 o'clock Wednesday morning, and at the point of a revolver forced Johnson's wife to cook him breakfast. After finishing the meal he told Johnson to go to Tacoma and purchase two 45-caliber Colt's revolvers and 100 rounds of ammunition, with the threat that if he gave information to the authorities of that place he would murder the entire family.

Johnson left Kent on the 7 o'clock train, returning at 4 o'clock. While he was absent from Kent, Tracy remained in the vicinity of the house, and appeared to be uneasy, as if expecting a visit from the officers. Several times he went to the top of a small hill in the rear of the Johnson home and viewed the surrounding country. Upon the return of Johnson from Tacoma, Tracy ordered Mrs. Johnson to cook him enough provisions to last a week. She boiled a dozen eggs, fried bacon and gave him an extra large supply of sugar and flour.

Tracy Says Little.
Tracy compelled the members of the family to remain on the premises until the return of Johnson from Tacoma. He did not leave the house until after dark. Usually Tracy has engaged in bits of repartee with members of the families he has held up. This time he appeared to be excited, and, according to Johnson, seemed very much worried. Tracy said very little during his stay at the Johnson home. Outside of his demands for food and the instructions he gave Johnson regarding the kind of revolvers to purchase, he did not attempt to open a conversation with any members of the family. In several homes the outlaw has shown a fondness for children. At Johnson's he paid no attention whatever to them, and spent most of his time in observing persons who passed the house.

Johnson Afraid to Stay at Home.
Johnson has left his home, and refuses to return until Tracy has been heard from. He is fearful the convict will return and carry out his threat. Johnson has read the newspaper accounts of the desperado's acts about Seattle. He describes him perfectly, and Sheriff Cuddehe says the clothing he is now wearing is the same he had on at the Gerrells home at Renton. Sheriff Cuddehe was in conversation with Johnson for some time. He procured a good description of the outlaw, and also of the firearms he has in his possession. He is certain that the officers were on a false chase to Green Lake Wednesday night, but is unable to account for the unknown man who visited the Hillman home.

Cuddehe Certain Man Was Tracy.
Johnson speaks English poorly, and it was with great difficulty Sheriff Cuddehe obtained the facts necessary. He believes Johnson is telling a true story, and is thoroughly convinced it was Tracy who was at the place, and not a confederate to throw the officers off the track. The fact that the man upon first entering the house announced he was Tracy is evidence that the whereabouts of the convict has been established for a certainty. He proceeded as he has done heretofore, by ordering the family not to leave the room, and demanding something to eat.

STORY OF JOHNSON.

Tracy Threatened to Kill His Family If He Gave Any Alarm.

KENT, Wash., July 10.—E. M. Johnson, at whose home Convict Tracy appeared yesterday, tells the following story of the visit of the outlaw, and how he (Johnson) carried out the fugitive's order to go to Tacoma and buy him arms and ammunition:

"He told me he was Tracy when he came through the front door with his rifle in his hand," said Johnson. "He first demanded something to eat. After my wife had cooked him his breakfast he told me he wanted firearms and more ammunition. He gave me to understand that his gun was old, and if I did not go to Tacoma and procure him two 45-caliber revolvers and 100 rounds of ammunition, he would murder my wife and me."
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DEATH IN FIRE DAMP

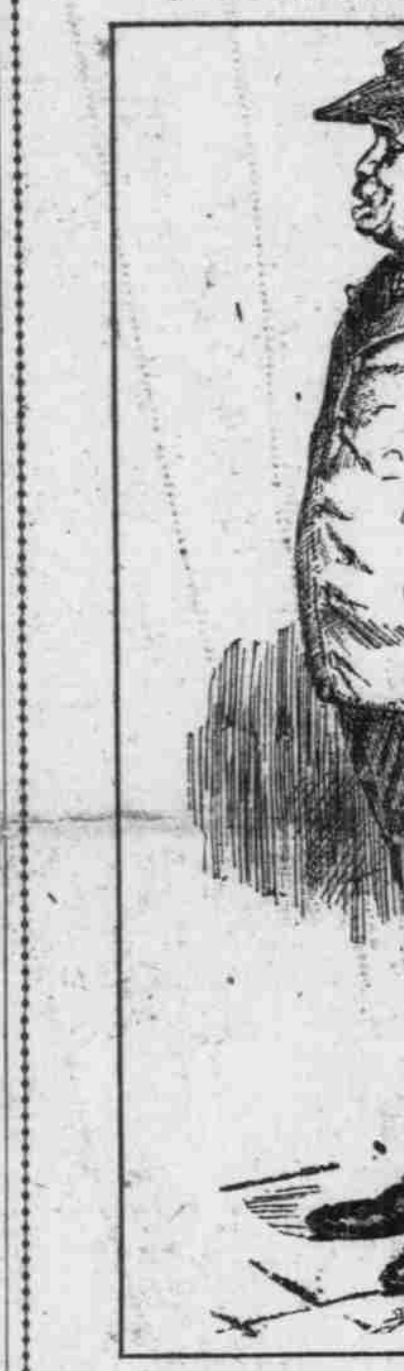
Appalling Disaster in Johnstown, Pa., Mine.

PROBABLY 200 MEN PERISHED

Explosion in a Lower Level Cut Off Escape for Most of the Miners Working There—Stories of Survivors.

JOHNSTOWN, Pa., July 10.—Johnstown has again been visited by an appalling disaster only less frightful than the awful calamity of May 31, 1862, in cost of life. A terrible explosion took place in

HENRY WATTERSON, OF KENTUCKY.



NOTED EDITOR WHO IS VISITING PORTLAND.

the Cambria Steel Company's Rolling Mill mine, under Westmont Hill, early this afternoon, and how many are dead will take several days fully to determine. That it is a long and shocking list that may reach 200 or more men is fully believed.

It was an hour after the explosion before any general knowledge of what had happened got abroad. Men who came from the mines, escaping with their lives, told the terrible news, and soon it spread like wildfire all over the city. In scores of homes there were most pathetic scenes. Mothers, wives, daughters, sons and relatives were frantic with grief, and hundreds rushed to the scene. At the opening across the river from the point the Cambria Iron Company police, with several assistants, stood guard, permitting no one to enter the mine, from which noxious gases were coming.

It was nearly 6 o'clock when all hope of sending rescue parties from the Westmont opening was abandoned. Two men who had escaped, Richard Bennett and John Myers, went back two miles to see what assistance could be rendered, but the frightful damp drove them back and they fell prostrate when they finally, after a desperate struggle, reached the outside. Two doctors gave them assistance, and, after working with them half an hour restored them to consciousness. The situation in the mine made it clear that the rescue work could not proceed from the Westmont opening, and then hasty preparations were made to begin that aid mission at the Mill Creek entrance.

Attempts at Rescue.

Soon after the news of the explosion reached the Cambria officials, Engineer Moore and one of his assistants, A. F. Prosser, made an attempt to enter the mine. The Klondike section, in which the explosion occurred, is about two miles from the Mill Creek entrance. The mine is divided into a large number of headings, levels and sections, in which the men who escaped this afternoon are familiar with the mine. They spent years working in it. Otherwise they could never have reached the surface. Lights were out, and there was no way for them to find their way to the top, had they not known the mine perfectly.

The attempt to do any rescue work from the main opening was given up, and it was shifted to Mill Creek, five miles from this city. The rescuers were followed by hundreds of relatives and friends. It was still believed that all of the miners at work were affected. Business in the city was practically at a standstill and all went out to be of assistance, to watch the scene or to wait with wet face and staring eyes for the first stiff form to be carried from the opening in the hill.

It was nearly 12 o'clock before the first four live men and one corpse were brought up and laid on mattresses, rugs and comforts on the ground. One of the living was William Robertson. They were not

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difficulties, even the most heroic efforts toward rescue may well seem hopeless.

Miraculous Escapes.

The stories of the men who escaped are miraculous. Thomas Foster, an assistant foreman in the Klondike mine, was among the first to emerge from the Mill Creek shaft. Shortly after, Powell Griffith, a fire boss, came up. Foster was in his office when the explosion occurred. His first thought was for the safety of the men under his charge. With the help of Foreman Roberts an effort was made to replace a few of the shattered doors. All the while the fire damp was closing around them. From the galleries into headings, warnings and shouting, the two men went. Roberts fell, but Foster staggered on. In the midst of the danger he met Powell Griffith, a fire boss. He had faced what seemed certain death in an effort to save his men. Forward they went, dragging a comrade into a possible place of safety here, giving a word of warning there, until human endurance could stand the strain no longer. Exhausted, they staggered into a heading where the fire damp had not entered. There they rested a minute, and then plunged forward, until finally they wandered into a water level and through it reached a place of safety. Said Tom Foster: "How I escaped I do not know. It seems like a terrible nightmare. Hundreds of times I gave up hope,

GETTING TO WORK

Construction Authorized on Coos Bay Road.

WHARF AND MILE OF TRACK

Interest Friendly to Portland Takes Controlling Share of Stock in Construction Company—Main Line Location May Go Via Drain.

At a meeting of the board of directors of the Empire Construction Company, yesterday afternoon, two offers to take a controlling share of the stock of the corporation were declined. One came from Spokane, and one from Tacoma. The offer of L. D. Kinney, trustee, to take 51 per cent of the stock on the same terms that were named in the bids of the Spokane and Tacoma people, was accepted, and a certificate was ordered to issue to him. It was agreed that the remaining 49 per cent of the stock should be offered to Portland investors, and it is understood that a large part of it is already spoken for. The amount of the stock is \$1,000,000. For whom Mr. Kinney is acting as trustee does not appear, but it is said the trustees are of an interest friendly to the Great Central Railroad Company, recently organized here and a large part of the Salt Lake City and Coos Bay, and it is freely given out that control of the corporation by that interest means well for Portland. Specifically, it means that Portland will have first call for all commissary supplies to the new enterprise, and that means a considerable item of new business for this city. What Portland cannot supply will be open for the field; what can be had here will be had here. Trustee Kinney does not hesitate to give that assurance.

\$10,000 Wharf for Coos Bay.

The Great Central Railroad board also held a meeting and gave orders for the construction of a \$10,000 wharf at Coos Bay and a mile of railroad leading inland from the wharf. The wharf is regarded as preliminary to the main construction work that is expected to be ready by the time the work already authorized shall be completed. It is understood that the Empire Construction Company will take the construction contract from the Great Central Railroad Company. The Spokane and Tacoma contractors who were refused a controlling interest in the stock were not barred from becoming subcontractors, and it is said to be probable that they will get parts of the new work to do. All this depends on the bargain that can be made, however. Much machinery and outfitting has already gone forward for the preliminary construction at Coos Bay, and it is said that there will be no delay in getting under way the work that has been authorized.

Road Aims at Portland.

Another significant thing is the purchase by the Great Eastern Company of the maps and profile of the Umpqua River Railroad Company, a local company that was organized to build a road between Drain and Scottsburg. Scottsburg is at the head of navigation on the Umpqua, and is 25 miles in a straight line due west of Drain. To traverse that route between Salt Lake City and Coos Bay would be going out of the direct course about 40 miles further than to go by way of Roseburg, necessitating the building of some 50 miles of additional railroad. But the line would give an outlet to the coast, and it is the declared purpose of the company to build into Portland as well as to Coos Bay, and inasmuch as the Portland traffic would inevitably be larger than the Coos Bay traffic, it is deemed entirely probable that the company would not regret the extra distance to Coos Bay by way of Drain when it is considered that the route to Portland would be shortened by just that much. Another important consideration is the fact that the Booth-Kelley Company, a large lumber company on the Drain line, and it is said that it would be willing to contract for the transportation of five or six carloads of lumber to go East daily. It also represented that other timber-owners in that region are willing to make considerable contracts for traffic with the new railroad. This, of course, is on the assumption that the line will give an outlet into Salt Lake City. A merely local road would not answer for these people, who want facilities for marketing their product on a large scale, rather than logging facilities. They will take care of their own logging if the market end of the business shall be satisfactory. Indeed, the lumber trade is not at all particular about the road to a deep-water harbor at Coos Bay. They would not complain if that end of the enterprise should be permitted to languish for awhile, thus holding that timber area as a reservoir from which to draw lumber for the Eastern market for years to come.

The presence of R. A. Booth, manager of the Booth-Kelley Company, in the city for a few days past gives strength to the report that his company is negotiating for accommodations on the projected railroad, and the purchase of the maps and profile of the Drain company is regarded as another strong indication that the Drain route will be chosen. That would take the line across the headwaters of the Willamette and through a country that will yield for many years a heavy lumber traffic for the Eastern market.

Capital Seeks a Footing.

Evidences multiply that a strong syndicate of Eastern capitalists is getting a footing in Oregon. This railroad enterprise, certain movements in the acquisition of timber, the purchase of the Commercial block in this city, and the organization of the Commercial Trust Company here, are all believed to emanate from the same source. No one here knows just who is behind all these activities, but it is known that the money is promptly available for any necessary steps in furtherance of the projects, and that they have the appearance of good faith.

Harvard Missionaries in India.

BOSTON, July 10.—Close upon the announcement of the Yale project to China has come information of a movement on the part of Harvard University which promises to put into India Harvard men who will directly represent the university there in the same way as other bodies of students will stand for Yale's interests in China.

De Koven Succeeds Stromberg.

NEW YORK, July 10.—It is reported that at a conference just held, Reginald De Koven signed a season contract to take up the work of the late John Stromberg, musical director of the Weber-Fields Company. However, Mr. De Koven will not, it is understood, conduct the orchestra in person.