

25 DIE TRAPPED IN CHICAGO FIRE

Chief Horan and His Men Are Caught in Collapse of Stockyards Building.

REST FIGHT FRANTICALLY

Maddened Crews Tear at Glowing Ruins in Effort to Rescue Victims—Not Since Iroquois Horror Has City Such Tragedy.

CHIEF DISASTERS OF A WEEK.
 Boston, England—Explosion in Little Hasting colliery; more than 200 killed.
 British Columbia—Mine explosion; 30 killed.
 Philadelphia, Pa.—Friedlander street, December 21; 14 killed.
 Cincinnati, O.—Fire sweeps manufacturing district, December 21; 2 killed.
 New York—December 19, explosion at the power-house of the Grand Central Station; 10 killed, 125 injured.
 Chicago—December 21, wreck of the Manhattan flyer; 1 killed, 15 injured.
 Chicago—December 22, stockyards fire, Chief Horan and 24 men killed.

CHICAGO, Dec. 22.—Twenty-five men were killed by falling walls in a fire which started early this morning at the stockyards. All of the bodies, including that of Fire Chief Horan, had been taken from the ruins at a late hour tonight.
 The list of dead includes the Chief, Assistant Chief Burroughs, two captains, four lieutenants, 15 city firemen, two private firemen and a railroad employee. It was many hours after the explosion of cold air within the beef refrigerator of Morris & Co., plant, which threw a wall on a squad of men, before the bodies could be released by a steam derrick.
 All the 15 injured firemen will recover. The following bodies have been recovered:
 HORAN, JAMES, fire chief.
 BURROUGHS, WILLIAM J., second assistant fire chief.
 COLLINS, FRANK E., captain.
 CORTELLA, THOMAS, fireman.
 CRANE, NICHOLAS, fireman.
 DANIEL, EDWARD, fireman.
 DOWDY, NICHOLAS, fireman.
 DEMURAN, ANDREW, fireman.
 JENKINS, CHARLES, fireman.
 MOORE, CHARLES, fireman.
 MORRIS, ALBERT, fireman.
 MALANKE, GEORGE, fireman.
 SCHENCK, EDWARD, fireman.
 WEBER, WILLIAM F., fireman.
 KENTROP, GEORGE, fireman.
 STIM, W. G., fireman.
 FITZGERALD, JAMES, lieutenant.
 POWERS, PETER, fireman.
 MURPHY, MICHAEL, fireman.
 REAFY, RALPH, private fireman.
 DOYLE, DENNIS, fireman.
 WALTERS, FRANK, fireman.
 Two unidentified firemen.
 Chief Horan's body was pinned to the ground beneath a heavy timber and partly protected by several iron girders. The face was free from bruises and was recognized as soon as uncovered.
 The body of Lieutenant James Fitzgerald, of Engine Company No. 23, was found near the dead chief.

Fire Breaks Out Again.
 The fire broke out again at 8 o'clock. Acting Chief Seyferlich sent a general call to outlying stations for fresh men. These aided by police reserves continued the fight on the fire and the search for bodies of the dead. Mayor Huse spent ten hours today personally directing the search for the body of Chief Horan, who had been a lifelong friend.
 Insurance inspectors tonight said that the killing of the chief and his men was not due to an ammonia explosion, as at first supposed, but to the sudden expansion of cold air in the beef warehouse. This it is said caused the four-story wall to fall as violently as though it had been struck by a train.
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 Despite the work of many of the engine crews, the fire continued to burn stubbornly all day. Thousands thronged into the stockyards and were kept back with difficulty. Not since the days following the Iroquois Theater tragedy, which, like the disaster of today was a holiday time horror, have such pathetic scenes attended a fire in Chicago.
 The victims were taken to the undertaking rooms nearby. Widows and children of the dead men frantically crowded into the places. The bodies were so badly mutilated, in most cases, that the police would not permit the relatives to view them. In several instances women struggled madly with policemen in attempts to see their dead.
 Mayor Huse late today called a special meeting of the City Council, which selected a committee of 15 Councilmen to take charge of relief work for families of the dead and to make funeral arrangements. At the same time a meeting was held at the Chicago Club and wealthy business men started a relief fund. Theater managers also prepared to close performances.

Officers Among Dead.
 Assistant Chief William Burroughs and Lieutenant Fitzgerald were with the Marshall under the canopy, receiving orders for directing the fight against the spreading flames in other quarters and they went down to their death with Horan.
 Other firemen, witnesses of the disaster, for a brief time deserted their posts to the blowing structures and sought with their bare hands to drag apart the glowing debris to bring out the body of their Chief and his companions. Finding this a vain effort, they obeyed along the direction of Assistant Chief Seyferlich, and redoubled their efforts to prevent the spreading of the flames.
 The blaze was discovered at about 4 o'clock by a watchman in the Morris beef house, at Forty-third and Leominster streets.
 Fire Chief Horan, at his home on the West Side, heard the second call for apparatus and went to the stockyards in his automobile. By the time of his arrival his assistants had abandoned the effort to save the beef house and were endeavoring to head off the rush of fire toward other buildings. Flames were coming from several structures near by. The awning which later became the destroyer of a score of lives

WIDOW OF MULTI-MILLIONAIRE WHO MAY MARRY AGAIN.



—Photo Copyrighted by George Grantham Bain.
 MRS. E. H. HARRIMAN, WHOSE ENGAGEMENT TO COLONEL BACON IS RUMORED.

seemed to offer a shelter from the flames. Under this the crews fled for shelter, led by Horan, Burroughs and Fitzgerald.
 On top of the canopy another group of firemen played streams of water into the heart of the fire. Suddenly Lieutenant Joseph Mackey, leader of the band above, felt the wall giving and shouted a warning to those below. He jumped with his men and escaped death. But below, the canopy found victims.

14 DEAD IN PHILADELPHIA

Rescue of Fireman Glazier After 13 Hours Thrilling Story.
 PHILADELPHIA, Dec. 22.—Fourteen firemen and policemen, according to the latest count, are known to have been killed and more than forty injured so severely that they are in hospitals as the result of the collapse early today of the walls of the burning five-story factory of David Friedlander, dealer in leather remnants at 1115 to 1120 Bodine Street.
 The ice-bound ruins still contain the body of Charles Edman, who is known to be dead, and possibly the bodies of several other firemen who are reported missing.
 It is reported the police are convinced the fire was of incendiary origin and expect to make an arrest. The firemen say that flames seemed to spring up all over the building at the same time. There was nothing stored in the structure of an inflammable nature, the floors being filled with machinery and leather.

MERGED ROADS VALUED

(Continued From First Page.)
 The O. R. & N. Company, which is now a line from Riparian, Wash., to Lewiston, Idaho, and having operating rights from Lewiston to Grangeville, Idaho, is now being sold to the Union Pacific, which is now a line from Wallula to Grangeville, Wash.
 The Union Pacific Railroad Company, owning a line from near Pendleton to Pilot Rock, Or.
 Idaho Northern Railroad Company, owning a line in the Coeur d'Alene country from Emmett to a point near Murray, Idaho.
 The Northern Pacific Railroad Company, owning a line nearly completed from Atlatia, near Wallula, Wash., to North Yakima, Wash., and owning terminal property in the City of Spokane.
 Malheur Valley Railway Company, owning a line from Ontario to Vale, Or.
 Northwestern Railroad Company, owning a line from Lewiston to the Snake River near Lewiston, Idaho.

Merger to Assume Debts.

After the O. R. & N. Company had issued bonds to near its limit, the money for further improvements and extensions in the Northwest was advanced by the Union Pacific through the Oregon Short Line, the nominal owner of the system in Oregon and Washington.
 These accounts were kept on the books of the Union Pacific as charges against the various small companies that it thus financed.
 Now, when the sale of these smaller companies is made, the debt will be shifted from the individual corporations to the merging concern.
 Taking the expenditures made by the Oregon Railroad & Navigation Company itself, and the expenditures made on account of the subsidiary companies, the entire amount expended by the Union Pacific in betterments and new construction west of Huntington, Or., since 1896 is \$2,735,000.
 The statement does not include the expenditures which have been made in connection with the surveys made and rights of way acquired by the Oregon Eastern Railway Company in Central Oregon, or the expenditures made in the construction of the line of the Deschutes Railroad Company up the Deschutes River. These two items aggregate about \$7,000,000.
 It is the intention of the new company now to issue bonds and thus to reimburse the Union Pacific for its expenditures in the company. The cash thus acquired will be spent in further development work in the Northwest.

MALHEUR ROAD TAKEN OVER

Big Transfer Made to Oregon-Washington Railroad.
 ONTARIO, Or., Dec. 22.—(Special.)—The formal transfer of the Malheur Valley Railroad was made here today when the stockholders of the company met in the stockholders' car of General Superintendent Manson and transferred the property to the Oregon-Washington Railroad & Navigation Company. The deeds were signed by Vice-President J. R. Blackaby, of Ontario, who was one of the principal local stockholders in the company. The property acquired by the O.-W. R. Railroad extending to Vale and the branch road recently built to Brogan, totalling about 25 miles of standard gauge track. With the transfer today all local stockholders sever connection with the railroad which now becomes a main line in Oregon, Washington and Idaho.

RUMOR GETS BUSY

Colonel Bacon Said to Seek Mrs. Harriman's Hand.

HE SUDDENLY DISAPPEARS

Efforts to Interview Clubman Defeated, but Mrs. Harriman's Butler, Who Knows Everything, Denies Story.

NEW YORK, Dec. 22.—(Special.)—Following the publication of a rumor that he was paying court to Mrs. Mary Harriman, widow of E. H. Harriman, E. R. Bacon, a prominent clubman and formerly a member of the law firm of Field, Dorschner & Dey, was suddenly "transported" to Europe today.
 A reporter who called at his home to inquire about the report was told that the Colonel was taking his bath. Ten minutes later the Colonel was reported as eating his breakfast. When the reporter returned five minutes later, he was told that if he would call up on the telephone, Colonel Bacon would talk to him. The reporter called and was positively assured that the Colonel was in Europe.
 At Mrs. Harriman's home it was said she could not be seen. A butler, however, gave the assurance that there was no truth in the report. "I know about everything that goes on here," he declared, "and if Mrs. Harriman intended marrying, I guess I would know about it."
 At the office of the Harriman estate it was said that nothing was known there of the report.
 Colonel Bacon is a bachelor, about 40 years old, and has long been a distinguished figure in the world of affairs.

RUT FATAL TO AUTOISTS

RECKLESS DRIVER KILLED AND BOYS MORTALLY HURT.

Father of Two Mangled Youngsters Almost Frantic With Grief Over Their Fate.

STOCKTON, Cal., Dec. 22.—A rut in the road, overlooked in the darkness, brought death last night to Charles Marshall, known hereabouts as a reckless autoist, and fatal injuries to Carl and Byron Galbraith, 9 and 7 years old. Their father, the fourth passenger in the car, escaped with minor injuries and today is nearly frantic.
 The party started from Byron to Tracy, Marshall driving at a speed which brought terrified remonstrances from the other three. When they were almost within protection of the street lights of Tracy, a wheel of the machine dropped into an invisible depression, and smashed. The brake set automatically and the machine leaped into the air. It landed upside down.
 The elder Galbraith fell clear. The others were caught, Marshall being entangled in the steering gear and the light bodies of the boys not giving them momentum to clear the car.

DUCK SHOT FROM AIRSHIP

(Continued From First Page.)
 fowl in the lagoon there was consternation among them. They arose in swarms. Seagulls fled squawking seaward.
 Fowl Falls Into Sea.
 A shot and a "bluebill" fluttered straight down. It dropped into the ocean and afterward was picked up on shore.
 Straight after the disorganized band the monoplane continued, following them for two miles to sea. Then the flock wheeled shoreward and Latham followed. The ducks, however, were quicker on the turn, and whenever Latham would come near enough for a shot they would change their course.

Chase Lasts 15 Minutes.

The chase lasted for 15 minutes. Up and down the coast and around in circles frightened fowl flew, not knowing which way to turn to avoid the monster which pursued them. Latham was handicapped in his firing because the huge blades of the propeller of his machine are directly in front of his seat, and

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