

ROSEBURG PLAINDEALER.

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A HORRIBLE ACCIDENT.

ONE HUNDRED PERSONS KILLED IN PARIS.

THE WORST RAILROAD WRECK THAT EVER OCCURRED IN FRANCE.

A dispatch from Paris of yesterday date says:

Eighty-four bodies have been recovered and the death list will probably exceed 100, in an underground railway disaster which occurred on the Metropolitan Electric Railway last night. The disaster assumed the proportions of an awful catastrophe during the early hours today, when more than four score of bodies of the burned and suffocated victims were removed from the subterranean passage. The work continues, and indications are that the death list will perhaps exceed 100.

Motor Was Disabled.

The train which caused the accident came from Porte Daupine, at the entrance to the Bois de Boulogne, in the western part of Paris. After circling the northern quarter of the city, where numbers of workmen were picked up, the train reached the neighborhood of the Cemetery of Pere la Chaise, where the electrical motor failed to act properly. The train then waited at the station of Les Charonnes until the arrival of a second train, which pushed the crippled train forward, making a total of 16 coaches.

Trains Catch Fire.

After proceeding about 200 yards toward Menilmontant Station, the damaged motor set fire to the engine of the first train. The fire burned fiercely. Simultaneously the electric lights on the trains went out, leaving the passengers in darkness except for the light of the burning engine far ahead. This impeded the progress of the train toward Menilmontant. The terror-stricken passengers got out and tried to grope their way back. The powerful electrical current carried by the rail is believed to have stunned or killed many. A number of passengers managed to reach Les Charonnes Station, but the main body of the passengers was overcome by the heat or smoke.

Third Train Strikes Cars.

A terrible panic occurred among these behind and the horror of the situation was increased by a third train crashing into the fire mass and adding another crowd of panic-stricken passengers to those seeking an outlet. The cars continued to burn until 20 were consumed. The burning debris gave forth a fierce heat, which puffed out of the mouths of the stations of Les Charonnes and Menilmontant.

The escape of most of the trainmen was due to their superior knowledge of the subterranean passage. A number of heroic incidents occurred. Several soldiers, firemen and employes of the road nearly lost their lives in seeking to aid the victims.

Engineer Took Chances.

The chief stationmaster at Les Charonnes, M. Didier, says he saw the flames running along the gear of the cars when the first train passed through the station, and called out to the engineer to stop, saying there was not time to reach the next station, but the engineer declared he had ample time, and proceeded. A few minutes later a large blue flame flashed through the tunnel, followed by a violent detonation. Looking into the mouth of the tunnel M. Didier could see flashes from the burning cars.

Land for Combines to Steal.

It would seem from the action of the government land office officials at Washington that they believe all the land office holders in Oregon were dishonest. And even more so, that all the people of this state who take up government land whether timber entries or homesteads

are rascals and perjurers. To prevent any more government land from being taken up nearly all that is available for entry has been placed in reserves. That is not all, the entries already made are being held up and proof cannot be made. If the general government or the people were to be benefited by these moves of stringency we would not complain. But we venture the assertion that neither the general government or the mass of the people will in any respect be benefited by this move on the part of the government land department officials. The persons to be benefited will be the big land syndicates and the railroads and those holding land scrip which cost nothing or for which the government has received nothing. If these vigilant land officials had been so stringent and watchful and preserved the public domain and forests against the inroads made by the railroads they might have deserved some respect from these people whose claims are held up. Just think, for instance, of the Northern Pacific railroad getting 50,000 acres almost in a body in Linn County and that road not having a foot of track within 100 miles of the land and about 40 miles of track in the state. Who heard any of these people complaining at that time about the public domain on a forest passing from the government. Then again had settlers gotten this body of land Linn County people would have contributed \$125,000 to the government from the seat of it, but as it is the government does not get a penny. These are things which are hard for the average citizen to understand.—X.

The Escaped Convicts.

A Sacramento news dispatch says: Sheriff David Reese has practically abandoned the hunt for the escaped convicts known to have been in this city last Friday, one of whom, Ray Fahey, a notorious highwayman, was shot at by Detective Fisher. Today Sheriff Reese returned nearly all the rifles and shotguns which have been used by him and his posse during the past few weeks, indicating that he feels it is useless to further pursue an organized chase for the escaped prisoners.

At the Folsom prison no reports from Sheriff Bosquit or Sheriff Norman have been received today, or the posse which have been following the convicts through the corral flat country. It is feared they have escaped to the Devil's Basin region, a rocky, heavily timbered section, affording excellent shelter.

An Irreverent Thief.

Detectives of the Chicago Police Department was watching every railway station in the city in the hope of arresting Williams S. Allen, the missing treasurer of the New England Methodist Preachers' Aid Society, who is said to have absconded with nearly \$110,000. Information that Allen was going to Chicago was sent to the police by Inspector Morrissey, of Boston, who followed Allen to Syracuse, N. Y. Upon his arrival at Syracuse, Inspector Morrissey learned that Allen had boarded a train for Chicago. Instructions have been wired to arrest every man comparing in any way with Allen's description.

The names of the men who attempted to assassinate M. Combs, the French Premier, at Marseilles, yesterday, seem to be Italians, the authorities here looked upon their lists of Italian anarchists and verified them. Many messages of congratulation were thereupon sent to M. Combs, including one of an especially warm character from the Foreign Minister, Vice-Admiral Morin.

James Smart Lockie shot and killed himself at his home in Queen's Park, the most aristocratic quarter of the city, says a Herald dispatch from Toronto, Ontario. He was manager of the Imperial Trust Company of Toronto, and moved in the best society. He was formerly manager in New York for the Bank of British North America. The reason for his suicide is not known.

In Printer's Ink—the blackmailing sheet published by a combination known as Johnson and Rowell & Co., of New York City, any publisher can get any kind of rating he wants, if he will advertise their patent medicine in payment.

SELFISH PORTLAND.

TAXPAYERS TO BUILD A RIVAL RAILROAD

THE CITY OF CRAFTS HAD BETTER GO SLOW OR HARRIMAN WILL RETALIATE.

The Baker City Herald publishes the following editorial which is to the point and should be read by all our subscribers:

"Why are the newspapers of Portland, which, owing to Portland's commercial importance should look at questions on the broad plane of the best interests of the State continually insisting on the accomplishment of only those objects which are of immediate interest to that City, regardless of the best interest of the State at large?"

Just now the thing most desired by Portland people, if the tone of its papers is to be taken as a criterion, is the construction of the Portage Railway. This railway, which is to be built with funds from the State Treasury, even if successful in accomplishing the desired purpose (and that it will be a success seems to be seriously questioned, will benefit comparatively few people in this State outside of the city of Portland. The public money is therefore being put into a very questionable enterprise for the benefit not of the State at large but its chief commercial city and the grain growing regions of another State. It is a grave question whether or not Portland will be benefited by the Portland Railway at Celilo as she is now on an even keel, as to freight rates, with her competitors on Puget Sound and there will be no difference in this respect after the Portage Railway is built and in operation.

The reductions in its earnings attendant upon the successful operation of the Portage Road will necessarily curtail the large expenditures planned by the Oregon Railroad & Navigation Company for the betterment of its tracks, rolling stock and buildings, for industrial work and for immigration work all which are now progressing satisfactorily.

This railroad and its associates is the only agency actively at work to secure for the country districts of Oregon increased development through increased population. If such work is discontinued or materially curtailed it means an immense loss to the whole State, and yet Portland's press seems to be doing its utmost to bring about such a situation.

A short time ago the papers were filled with editorials scoring the Harriman lines for not building more branch roads, but no movement of Portland capital looking toward bearing any portion of the cost of such branches was manifest and for a very good reason—no profit from their operation was in sight.

The railroad companies are like individuals; they will invest money where they can see a fair chance of a return and it is safe to say that as soon as it can be shown that fair returns can be secured, new lines will be constructed.

Baker City needs additional people in the contiguous country to develop her agricultural and mining possibilities and deplores any action on the part of Portland tending to retard progress in this direction; and it seems to us that such must be the result if our principal commercial city, to which this region contributes a large share of its trade, perseveres in pushing every proposition to build itself up at the expense of the rest of the State. If such a course is consistently followed, the country districts will soon find other places in which to buy."

The PLAINDEALER is glad to know that there is another paper in Oregon that dares to do right because it is right. When the Portage graft bill was before the Legislature the PLAINDEALER denounced it as a

specious scheme to blackmail the most progressive enterprises of Oregon. The selfishness of Portland was clearly apparent from the first day of the Legislative assembly. There was not a single bill that was introduced outside of the Multnomah delegation that the Portlanders did not trade on for a Portland graft.

In the Portage bill we have the full evidence of how Portland has sought to bring the taxpayers of other parts of the state to build up a competitive traffic system in opposition to the very enterprises that has made that city what she is today.

The state of Oregon has no business to go into the railroad business in order to crush a taxpaying system and build up Portland at the expense of the the taxpayers of the state at large.

If Portland wants that Portage railroad there is no objection to the citizens subscribing for the stock of a company to build the same, but for the state to tax the railroads to obtain funds to build a competitive road is like sentencing a man to be hung and compelling him while under sentence to build the gallows and purchase the rope besides.

We know that it is not policy to write a single word in favor of such affairs, but justice is justice and the railroad should have just as fair a chance to live and make a legitimate profit as any other business enterprise; and Portlanders when they attack or attempt to cripple the railroads entering in their city prove themselves to be fine subjects for the lunatic asylum.

Suppose that the N. P., the O. R. & N. and the S. P. should throw their influence to build up Astoria, Vancouver or any other good shipping point, what would Portland do? The opposition the burg could make would not amount to as much as a snow house to a 30-mile an hour chinook. The question will be up to Portland within the next three months and in all meekness of spirit in our labors for Portland's good we advise her citizens to take their feet off of the table and give the public limburger a chance to make its presence known, and instead of fighting the enterprises centering in Portland, give them hearty co-operation, remembering the fact that the railroads could live without Portland, but Portland without the railroads would be only a dot on the map.

The Salmon Graft Paper Sold.

A news item from Astoria says: The Morning Astorian, which has been owned and operated for the past years by Samuel Elmore, the salmon packer, has been sold to Otis Patterson, of The Dalles and Walter Lyon of Salem, who will take possession on and after the issue of Tuesday morning. Negotiations to this end have been in progress for several weeks and the formal announcement was made on Sunday.

Bernard Cohen, 12 years old, who has just been discharged from a hospital in New York, where he has been hovering between life and death for five weeks, has lost his memory and power of speech. The doctors say he will have to learn anew how to talk. There was a clot of blood on the lad's brain when he entered the hospital, caused by a stone which fell upon his skull. After an operation it was found that Cohen's memory and power of speech were gone. He already has learned several words, and is expected to recover the lost faculties.

THE WAR IN EUROPE.

CHRISTIAN AND MOHAMMEDAN TO FIGHT.

MACEDONIAN REVOLUTIONISTS LOSE 150 KILLED AT SOROVITCH.

SOBIA, Bulgaria, Aug. 12.—The Bulgarian Foreign Office has received disquieting news from its agent at Uskub. The Mussulmans there are daily gathering in the mosques and it is feared that a massacre of the Christians is impending. Officials here express the belief that the intervention of the powers alone can prevent a disaster.

The most astonishing feature of the situation here is the remarkable quietude with which the people have received the news of the fresh rioting in Macedonia. The whole outbreak came as a great surprise, even to the local revolutionary committees, which were not prepared for so early a rising. In spite of the stirring appeals of the committees, little or no popular enthusiasm is apparent, not even among the 20,000 Macedonian residents of Sofia. How long this condition will last depends largely upon the developments in Macedonia. At present the center of the disturbances is Monastir, a long way off. Should the rising spread to the vilayet of Uskub and come to the Bulgarian frontier, it is probable that the population of Bulgaria will become aroused.

CONSTANTINOPLE, Aug. 12.—One hundred and fifty revolutionists were killed in the fighting at Sorovitch August 9, according to official Turkish reports. The same dispatches, which have been communicated to the Russian and Austrian Embassies, state that the insurrectionary movement is increasing daily. Hilmi Pasha, Inspector-General of the Sultan's Macedonia reforms, reports that the young men in all the Bulgarian villages are fleeing to the mountains to join the insurgent bands.

Telegrams received this morning from Monastir announce that the town of Krushevo is still occupied by the insurgents. Four thousand Turkish troops with artillery surround the town and are preparing to attack, and, if possible, to retake the positions.

Fighting with the rebels is in progress in the district of Dibra, where it appears that the Albanians are attacking Bulgarian villages.

The insurgents continue to devastate the district of Koritza, and have captured important Turkish supplies of provisions. More or less severe fighting is reported in the district of Kastoria and Florina. Three hundred insurgents are assembled on the heights between Gievrevli and Yenije.

Twenty-six Mussulman peasants have been massacred in the village of Ziverini, near Perlepe, by the insurgents. Stringent military precautions have been taken in the town of Uskub to prevent threatened dynamite outrages.

It is reported that the Turkish troops on Monday bombarded and destroyed the village of Eshiu, 20 miles south of Monastir.

According to another rumor the insurgents who have occupied Krushevo, after repulsing two assaults by the Turkish troops, offered a conditional surrender. Instructions were asked from Constantinople, and in reply the Turkish commander received orders to give no quarter.

The bridge at Gievrevli, on the Uskub Salonica Railway, which was blown up by the insurgents, has been repaired. Several strong bands recently crossed the frontier of Eastern Macedonia.

[The news report from Constantinople has been edited by the Turkish authorities and made to favor their side of the unpleasantness.—EDITOR.]