

NEARLY A HUNDRED PARISIANS PERISH LIKE RATS IN A HOLE IN A FRENCH TUNNEL HOLOCAUST OF FRIGHTFUL PROPORTIONS

GLOOM SETTLES OVER THE CITY

Twenty Dead Bodies Recovered Burned to a Crisp—Others Found with Features Distorted with Awful Suffering.

PARIS, Aug. 11.—Today this vast city is thrown into a gloom of sadness as a result of the terrible catastrophe which occurred on the Metropolitan Electric Railroad last evening.

Lines of this company traverse the city mostly in tunnels, and in one of the largest of the underground passages the frightful accident happened.

The horror was caused by a train breaking down in the tunnel at Montmartre, a very populous district of the city. The passengers were fortunate in escaping from the train just as another came along. The second was given orders to push the disabled train out of the tunnel and to the repairing sheds. While this was being accomplished both trains took fire, but all aboard succeeded in escaping.

While the trains were burping, a crowded section from Les Couronnes arrived at the preceding station, and, seeing dense clouds of smoke pouring from the tunnel, the people grew frantic and tried to escape through windows and every other means of egress.

The smoke became unendurable, and many of those who had gained the outside of the train were suffocated. Others who tried to return to Belleville also lost their lives.

The railroad officials are severely criticized this morning for not at once running the train back from the smoke-filled passageway and for not compelling the passengers to remain in the cars until this could be accomplished.

Not until 7 o'clock this morning were men able to penetrate the tunnels at Montmartre, the scene of last night's catastrophe. Seven corpses of persons were found who were smothered while trying tickets. Further on the body of the agent was found near the ticket booth. The fumes at this point were so dense and overpowering that the firemen were unable to penetrate further. At Couronnes Station corpses were strewn at every step, and at 7 o'clock this morning 45 bodies had been removed to the surface, and within the next hour 37 more, making a total of 90.

The unhappy victims had left the train, evidently trying to reach the open air, when they became asphyxiated. The bodies bore a convulsed appearance. Many were holding handkerchiefs to their mouths.

Faces were swollen and distorted, and in many cases the skin had peeled off. The victims were equally divided into men, women and children. Some were handsomely dressed and had evidently been prominent, but few identifications have as yet been made.

The terrible mortality was caused by smoke, the people having no means of egress except through a narrow stairway.

Eighteen months ago the Paris Fire Department warned officials of the Metropolitan Railway to put in siphones along the entire distance of their tunnels, in order to allow fumes and gases to escape. This order was ignored.

As the forenoon advanced, bodies were removed from the tunnel to the entrance, where they were temporarily laid in a long line of waiting hearses and ambulances. An immense crowd surrounded the morgue. Thirteen bodies have so far been identified, but 20 are burned beyond recognition.

Exploration of the tunnel progresses slowly, with extreme precaution, as the collapse of a portion of the street is feared. Here and there in the fatal tunnel large pools of blood reveal the fearful struggle for life between the panic-stricken fugitives. The prominent artist, Sandillon, was found among the dead.

SHE FOUGHT TO SAVE HER LIFE

(Journal Special Service.)
 SANTA ROSA, CAL., Aug. 11.—A terrible story of a drunken debauch, a quarrel and a fatal fight is told by Mrs. August Drayner, whose husband was found dead in his room here yesterday. There were evidences of a brutal murder. Today the woman confessed to having killed him after a struggle to save her life. After committing the crime she drank a large quantity of whiskey and went to sleep in the room where her husband lay.

The murder was committed last Thursday. The two quarreled and a fight followed. Both had been drinking.

The husband struck the wife in the face. In a drunken frenzy the woman grabbed a stick of stove-wood and beat her husband in the face and over the head until he fell unconscious to the floor.

His skull was cracked and his brains protruding. Yet in this terrible condition he staggered to his feet and demolished almost all the furniture in the room before death came. His last act was to smash the glass door with his hands.

The callousness of the woman in drinking more liquor and going to bed almost beside the corpse of the man she had murdered brands her as a hardened character.

CONTRACT LET FOR A \$20,000 CHURCH

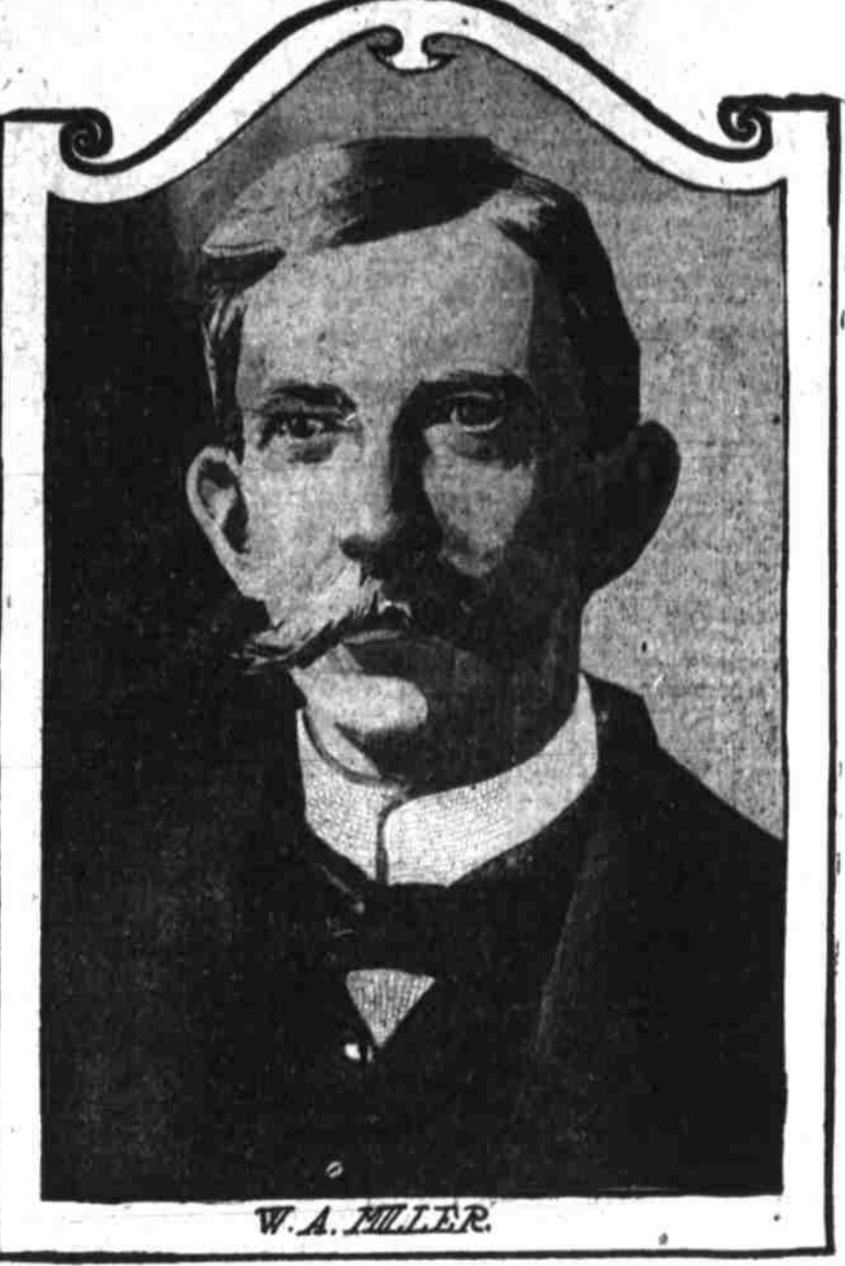
The building committee of the Oregon Home Missionary Society of the Congregational Church met in the office of C. L. Fay, in the Chamber of Commerce building, to award the contract for the building of a church in Highland, to cost between \$15,000 and \$20,000.

The name of the contractor will be withheld until he has filed with the building committee of the society a bond sufficient to guarantee the completion of the work.

Construction will begin just as soon as the contractor files his bond. It is expected that the structure will be completed and ready for occupancy by Christmas. A minister for the new church has not yet been selected.

The meeting decided to appropriate \$1,100 to assist the First Congregational Church in erecting a chapel in South Portland. This structure is to be erected by the congregation of the First Congregational Church, and will take the place of the mission school which has been maintained on Front street for a number of years. The First Congregational Church will hold a protecting hand over the chapel until it can become self-supporting.

WM. A. MILLER



W.A. MILLER

Miller was discharged from the Government Printing Office at Washington in a union dispute. He was reinstated by President Roosevelt. His case, which is unique in labor disputes, is now occupying the serious attention of the International Typographical Union, in session at Washington, D. C.

NO MONEY FOR THE BRIDGES

City Government Lacks Funds with Which to Repair Damaged and Dangerous Elevated Roadways.

Under the New Charter the Citizens Must Pay for the Improvements or They Will Not Be Made.

Councilmen Declare Mending Will Not Be Tolerated and Say Everything Must Be New and Permanent.

There will be no more wooden bridges constructed in the City of Portland at places where it is practicable for the city officials to arrange for more permanent and lasting structures. This is the unanimous opinion of the members of the City Council and other heads of departments.

The story in The Journal last night showing the deplorable state of affairs in regard to the elevated roadways is conceded to be correct by every one.

"Our street repair and general fund is entirely inadequate and I recognize the fact that our bridges are a disgrace in many instances," said Councilman Rumelin today, and his opinion was that of others interviewed.

"But," continued the Councilman, "you can say that the members of the Council will not devote a penny of money towards repairing any substructure, either from the street repair or the general fund. We are unanimously of the opinion that the day for elevated wooden roadways is past. It must be either a steel bridge or a permanent fill. If the people want these improvements they will receive our hearty cooperation, but as far as the general Council is concerned, if I am rightly informed, it will instantly kill any attempt to construct a wooden bridge where the structure is in a dilapidated condition."

Charter Provisions.

"What has been proposed by the people and provided for by them in their adoption of the new charter is to have all these improvements made by district assessments. This method is now in force and is the only equitable one. In that way the entire city pays a just proportion of the expenses for the improvements. We want to see these bridges replaced or adequately repaired, but this, of course, will take time. Our only idea in ordering fenced some half dozen of the damaged districts at the last regular session of the City Council was to make the people take some action in the matter. It is up to them now and the sooner they decide to have the better improvements ordered the sooner this condition will be relieved."

"The sum and substance of the question is this: Our bridges are in a deplorable condition and we do not want replaced or adequately repaired, but this, of course, will take time. Our only idea in ordering fenced some half dozen of the damaged districts at the last regular session of the City Council was to make the people take some action in the matter. It is up to them now and the sooner they decide to have the better improvements ordered the sooner this condition will be relieved."

A DEATH-DEALING CYCLONE

Ill-Fated Martinique Again Visited by Disaster—Report from Consul Shows Gloomy State of Affairs.

Several New Towns Wiped Out of Existence and People Who Suffered a Year Ago Are Again Homeless.

Extreme Disappointment Settles Over the Island—Crops Are Destroyed and Fruits Are Ruined.

(Journal Special Service.)
 WASHINGTON, Aug. 11.—The death-dealing cyclone which visited ill-fated Martinique last Saturday was more disastrous than at first believed. Consul Jewell, from Fort de France, Martinique, cables the State Department the following:

"A terrific cyclone visited the island at midnight Saturday. Great damage was done crops and fruits. Scores of houses here at Fort de France are demolished. Trees two feet in diameter are uprooted. One person is killed. The American Consulate is intact.

"Seven were killed at Trinite, and many houses were destroyed. The new villages of Rivoli, Fond Lahaye, Puriselles and Redoules were destroyed, thus rendering 4,000 victims of last year catastrophe again homeless. Reports from the interior of the island are indefinite, but great discouragement is apparent on every hand.

WRECKED VESSELS

PARIS, Aug. 11.—A cablegram from Fort de France says the cyclone in addition to damaging many villages and destroying others, swept many vessels ashore.

CAPT. GUERIC ON HIS STORMY TRIP

When the French bark Grand Duchesse Olga, which reached Portland Sunday, entered the Columbia River the bottom of her hull was covered with barnacles to the depth of about six and a half inches, a result of her long stay in salt water.



The Grand Duchess Olga and her Captain.

After the Grand Duchesse Olga had secured a berth yesterday at the Greenwich dock, Capt. Gueric, her master, received many visitors, each of whom was curious to see the ship which had undergone such an eventful experience at Cape Horn. How the Olga and her crew drifted in a disabled condition up the South American coast to distant Rio Janeiro was graphically recited by the Captain. His long delay there and longer passage back and past the scene of the wreck also proved interesting.

THREE PASSENGERS FATALLY INJURED

Train Wreck in Missouri Brings Wounds to 21 and Three Will Die.

(Journal Special Service.)
 NEVADA, Mo., Aug. 11.—Spreading rail derailed the flyer on the Missouri, Kansas & Texas Railway 17 miles north of here at midnight. Twenty-one passengers were injured, three fatally.

ANOTHER ORIENTAL STEAMER

Portland - Asiatic Steamship Company Will Meet J. J. Hill's Threatened Capture of the Trans-Pacific Trade.

Now Negotiating for a New Liner Which It Will Put Into Commission Probably Next Month.

Trade Already Too Heavy for the Present Fleet and Freight Is Turned Away by Every One of Its Boats.

Another steamship probably will be added next month to the Portland-Asiatic fleet now operating between this city and the Orient.

At present this line is composed of the Indravelli, the Indrasama and the Indrapura. This line, known as the Portland-Asiatic Steamship Company, and is controlled by the O. R. & N.

The venture has been successful, and, according to local officials of the company, the Oriental trade has grown so rapidly that the steamships now composing the fleet are wholly inadequate to handle the business.

"Recently we have been compelled to turn freight away on every visit that an Oriental liner has made to this port," said one of the prominent officials of the company this morning.

New Boat Next Month, Maybe.

"There is certainly business for another vessel, and the probabilities are very good that the service will be increased next month. In fact, we are negotiating for a steamship for this purpose now. On the start we will probably charter her for a given period, but may purchase her later on. Of course, there is nothing definite about the matter yet, but if our present plans materialize as we expect, the new steamer will be placed in commission next month."

"Is there plenty of freight to be secured at China and Japan to bring this way?"

"We have received all we could handle with our present facilities," was the reply. "The only reason we are not carrying as much as the steamers from Puget Sound is because our carrying capacity has been too limited to admit of it. The business is there all right, if we go after it, and this we intend to do."

They Fear J. J. Hill.

For several months Portland shippers have been watching with some alarm the preparations that James J. Hill of the Great Northern has been making to corral the Oriental trade. It is believed that the Harriman interests have also awakened to the importance of immediate action to retain a fair share of the increased traffic between China and Japan and the Pacific Coast.

The Indravelli is due to arrive here August 22, and will sail about September 1. If the deal now under way goes through, the new steamer will probably sail from Portland two weeks later.

WOODMEN SEEKING PEACE

In Secret Conference Today Considering Charges of Wrong Distribution of the Carnival Profits.

An Attempt Is Being Made to Settle the Difficulty Within the Order and Without Resort to Law.

A Member of the Organization Says the Trouble Is the Culmination of Petty Jealousies Between Brethren.

A charge that the earnings from the recent Woodmen of the World Carnival held in this city were improperly distributed caused considerable trouble among the members of the local lodges of that order. Leading officials of the lodges are in session this afternoon to see if the difficulties cannot be settled within the order without resort to law.

J. J. Jennings, director-general of the amusement association which was organized to take charge of the Carnival, President J. W. Morrow and others are present.

None of the officials present was willing to talk for publication, but said simply that an effort was being made to bring about an amicable settlement of the questions at issue without no more publicity than was absolutely necessary.

The session today is preliminary to a general union meeting of all the lodges, which will be held in the headquarters of Webfoot Camp next Friday evening.

A Member's Story.

One leading member of the lodge, when seen today, explained the trouble as follows:

"Petty jealousies and strife have brought about this trouble. It has aroused much turmoil among the local Woodmen camps and brought about the call for a union meeting on Friday."

"The trouble originated with the Carnival and has resulted in a feeling among some departments which is anything but brotherly."

"The misunderstandings commenced with the election of the board of directors of the Carnival, which was organized as the Woodmen of the World Amusement Company, with a nominal capital stock of \$500, in which each director held a share, as representing the financial interest held by his camp."

There were two cliques among the directors, one in favor of J. J. Jennings and the other favoring J. W. Morrow as director-general. It was at first thought that Morrow was certain of election, as he was reported to control seven out of nine votes, but in the mix-up preceding the election Jennings is alleged to have made a combination whereby he secured five or a majority of one of the votes, and was elected.

"Following this coup, Jennings was elected chairman of the advertising committee, and in this position is said to have made himself just as prominent as possible."

"In the meantime, the Jennings committee (Continued on Page Two.)"

RAN SCREAMING FROM THE ROOM

(Journal Special Service.)
 SAN FRANCISCO, Aug. 11.—Alfred Schiele, a machinist rooming with Mrs. A. Schroeder of this city, has been sick for a few days, and at noon yesterday, during her mother's absence, the daughter, Bertha, went to Schiele's room to attend his wants. When she was answering the call of the man when he seized her about the waist. The 15-year-old girl ran from the room calling for help. She was heard by a neighbor, who called two policemen, who started for the man's room, but before reaching it they heard a shot, and broke in the door just as the second shot was fired. Schiele hit his heart with the second shot, and before the ambulance arrived was dead.

Bertha, who is a comely girl, says she had all the trust in the world in Schiele, and never suspected a moment that he meant harm until he grabbed her. She hardly thinks the man was crazy, yet cannot explain the assault in any other way, for he never offered to harm any one before.

AIR SHIP MAKES A SUCCESSFUL TRIAL

(Journal Special Service.)
 SAN FRANCISCO, Aug. 11.—The story of the successful trial of the dirigible airship designed by Dr. August Greth after 20 years' experimenting is told by a message today as follows:

Early yesterday morning the airship soared 1,800 feet, though held captive. On the second trial, still captive, the doctor went up, managed the propellers and gave direction successfully. The marvel is called the California Eagle, and it is the intention to sail it over the city the first calm morning, and on over the bay. Associated with Greth is Captain T. S. Baldwin, one of the most famous aeronauts in the country. The two say they will construct a bigger machine and go to St. Louis and compete with Santos Dumont.

SUSPECTS ARRESTED

(Journal Special Service.)
 BERLIN, Aug. 11.—A dispatch from Constantinople to the Tagblatt says that several hundred officers, state officials and prominent citizens have been arrested, having been denounced by their personal enemies as revolutionists. The espionage is now intolerable.