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TRAIN ROBBER CONNORS SILENT UNDER SWEATING; OFFICERS STILL SEARCHING FOR HIS COMPANIONS

FUGITIVE BANDITS HIDE THEIR TRAIL

Sheriff Storey and His Men Unable to Get Track of Escaped Train Robbers but Flush a Farmer's Boy—Robber Connors Now Courts Death.

Epitome of Train Holdup Case. Condition of "Jim" Connors, the wounded bandit, improving. Engineer Barrett rapidly recovering. Suspect named Fuloek arrested and released. Fresh posers in pursuit of fugitive robbers. Thirty-nine hundred dollars reward for conviction of bandits.

On the Washington side, Sheriff Biesecker is making search under similar plans. The haunts of criminals in this city are also being closely watched by Chief Hunt's men, as several of those working on the case believe that the fugitives succeeded in reaching this city by boat. The best evidence of this is that the boat stolen from the Reed farmhouse opposite Troutdale on the Washington side has not been found.

To the officers each of the bandits now at large is worth \$1,100, the rewards for their capture and conviction being divided as follows: Express Company \$500; State of Oregon 300. The reward offered by the railroad company does not apply to Connors, the wounded bandit now in custody, as he was arrested prior to the offering of the reward. Consequently he is worth only \$600 to the officers.

The search in the section near the scene of the holdup is most difficult. The country on both sides of the river is densely timbered, and as one of the officers put it, a regiment of soldiers could conceal themselves among the firs for days.

The Sheriff's Captive Freed. Sheriff Storey and several of his men returned from the main hunt last evening, bringing with them W. R. Fuloek, whom Sheriff Biesecker of Clark county held as a suspect. Fuloek was looked up in the county jail last night. But this morning, after being closely examined by Deputy District Attorney Spencer and the railroad detectives, was let go. Fuloek convinced the authorities that he had no hand in the holdup. He is known to some of the attaches at the courthouse, having figured as a witness in the Fisher Stevenson case.

When they arrived in Washougal the sheriff searched his man and told him he was under arrest. Fuloek expressed no surprise and asked what the charge was. He said that he had not heard of a holdup, although he remained over night at Troutdale. When pressed for an explanation he said that he was in the city. No weapon was found on him when arrested.

Yesterday's search for the robbers was entirely devoid of results and from the officers who returned it is learned that not the slightest clue to the whereabouts of the fugitives or the direction they took in making their escape was discovered. The search today up to a late hour this afternoon was attended with similar results.

Express Messenger Korner, who so bravely and successfully defended his trust, will arrive here this afternoon. It is not thought that he will be able to give any additional information or to furnish anything like an accurate description of the fugitive robbers. Ollie L. Barrett, the engineer who was wounded during the attempted robbery, is still at St. Vincent's hospital. He is resting easy and the wound in his shoulder is healing nicely. He will, it is expected, be able to leave the institution within a few days.

ROCK IS TOO SMALL

Robert Wakefield Confirms Published Criticisms on Jetty Work.

OPINIONS OF AN EXPERT

President of the Northwestern Construction Company insists that the Specifications Will Be Observed.

Criticisms recently made by Daniel Kern, president of the Columbia Contract Company, upon the manner in which the Columbia river jetty is being constructed, are fully corroborated by Robert Wakefield, who was also one of the unsuccessful bidders upon the contract. "I do not see a thing in Mr. Kern's statement, as published in The Journal, that is not absolutely correct," said Mr. Wakefield, after a careful perusal of the article in question. "Of course there was one of those who hid on the contract, and I therefore hesitate to express any criticism of the manner in which the work is being done, but the facts have been plainly stated by Mr. Kern, and they cannot be denied."

Mr. Wakefield has had long experience in similar large contracts, and has done a large amount of work for the government, for the state, and for private corporations and individuals. He is now engaged in the construction of the Port of Portland drydock. Among the government contracts which he has held were two for extensive rock work at Coos Bay, one at the mouth of the Siuslaw river, and one at Tillamook. Few men in the Northwest are better posted upon the requirements in such work as that now in progress at the mouth of the Columbia.

Rock Not of Size Specified. "The rock which is now being delivered for the jetty is not of the size the specifications called for," said Mr. Wakefield. "There are only two quarries adjacent to the Columbia river which are capable of furnishing rock of the size and in the quantities required by the specifications. This must have been known to the government engineer. These two quarries are Fisher's Landing and the Butte quarry."

The Northwest Construction Company, which was awarded the contract, is getting its rock from Mayger's and from Bugby's. The quality of the Mayger's rock is good, but the rock is small, and I venture to say that no piece has gone down from that quarry that weighed as much as three tons. I visited both Mayger's and Bugby's myself, and I speak from personal observation.

"When I was at Bugby's very little work had been done there, and the only loose rock was what had fallen down from the face of the quarry. This rock is not of so good quality as that at Mayger's, though it may be of larger size. Almost Sure to Disintegrate. "The quality is such that it is almost certain to disintegrate if used on the jetty. It is so full of seams that it can be easily broken to pieces with a hand hammer. Indeed, I saw a man break up a very large piece with a five-pound hammer. The seams run all through it, and when it is dumped on the jetty those seams will split and the action of the water will quickly disintegrate the whole piece. It will be impossible, in my judgment, to get rock from Bugby's large enough to comply with the specifications."



MISS NATICA RIVES. (Journal Special Service.)

New York, Sept. 25.—Miss Natica Rives, one of the most prominent of the younger members of the 400, is just recovering from nervous prostration, the effect of the strenuous social life she led at Newport this season. Increased by night work, the plan by which the company hopes to hasten the completion of its contract. It has been claimed that the company can double its output by working night shifts.

Night Work Not Effective. To this Mr. Wakefield said: "I do not think the output can be increased one-fourth by night work. They will just succeed in smashing enough tools at night to keep them busy repairing all the next day. It is my experience that a night shift always does a lot of damage." Mr. Wakefield remarked that his statements must not be construed as a criticism of the government officials in charge of the work, but he was satisfied that they would eventually find that the rock delivered from the Mayger's and Bugby's quarries is not up to requirements. The Northwest Construction Company still insists that it will not seriously overrun the time for completion of its contract, and by working night and day it hopes to finish the work by November 1. T. H. Curtis, the president of the company, said this morning that the daily output of rock, which now averages from 1,000 to 1,200 tons, would be doubled next week, provided the company is able to do as much work by night as by day, and that if the additional machinery already ordered should be received soon, the output would be increased to 2,500 tons per day. Mr. Curtis strongly deprecates the

PERISHED BY FIRE IS BOUGHT BY O. R. & N.

While Fifty Guests Slumber Hotel Is Enveloped in Flames.

JUMPING FROM WINDOWS

Unfortunate People Seen from the Streets, but no Aid Could Be Rendered—Policemen Rescue Many.

President Mohler Tells of Extensive Purchases.

MAKING IMPROVEMENTS

He Counsels Co-Operation, by Portland Rather Than Coercion—Talks of Financial Stress Feared in the East.

(Journal Special Service.) Rochester, N. Y., Sept. 25.—An appalling disaster occurred here early this morning when the Hotel Brunswick burned to the ground and probably a dozen guests suffered death. About 1 o'clock this morning an alarm of fire was turned in which was responded to by several engines and a hook and ladder truck. Arriving on the scene of the fire it was at once discovered that the hotel building could not be saved owing to the rapid spread of the flames.

The work of saving the tenants of the hotel began, but so fiercely was the fire burning that no one could enter the building. At widows on the third floor of the structure several forms were seen. Firemen shouted for the persons to jump as it was the only chance they had of saving their lives.

A. E. McCue was the first to obey the order. Firemen had spread a net, but so intense was the heat that the net could not be taken near enough to the building. A huge petition was run between the building and the firemen, but it took fire and was almost at once consumed. McCue landed fully 15 feet from the net and would have rolled back into the fire had not two firemen rescued him. He is fatally injured.

Four Others Jumped. Four other persons jumped from the third story and were seriously if not fatally hurt. One woman landed in the telegraph wires and was rescued with great difficulty. She was the least injured of any.

The scene was terrible. At four different windows faces were seen only to be soon buried in a mass of fire as it broke in the rooms where the unfortunate persons were. There were 50 guests at the hotel at the time the fire started. Policemen who arrived first on the scene were successful in carrying at least 30 women and children from the burning building. In the hallways the smoke was so dense at times that the officers were in danger of suffocation.

By noon today two bodies have been taken from the ruins and it is believed that others perished, as several known guests are missing.

A. L. Mohler, president of the O. R. & N. Co., who has returned from an extended journey throughout the East, announced today the following purchases by his company: 12,000 tons of 80 pound steel. 15 large locomotives. \$361,000 worth of bridge steel material. The execution of other plans not yet sufficiently advanced to permit publicity at this time.

Finance Eye of Tightening Business Conditions, and as trimming their sails to meet the temporary storm. "These facts are the result of my observations and inquiry of those who are in a position to know exactly what is doing in the centers of financial influence, and the operation of the large enterprises of the country. This policy of retrenchment is quite general throughout the long line of companies that handle the business of the United States.

Plans of the O. R. & N. "However, in spite of these conditions the O. R. & N. Co. has bought 12,000 tons of railroad steel of the 80-pound weight, 15 large locomotives and \$351,000 worth of steel bridge materials. "Other plans are forming for the extension of the road's facilities, and the betterment of the system. The company will continue its policy of improvement, which it has consistently followed during the past years.

"The other plans that are in process of execution cannot yet be given out for publication, but they will demonstrate the company's intention to carry on for the business dependent upon it.

"Already, it has been announced that the Portland & Astoria Steamship Company will add a steamer to its fleet, the Algon, which is to sail from Portland on October 31 with 7,500 tons of flour for the Orient. The steamer will look out for the increase in Oriental shipments from this port, and there will be no difficulty in furnishing sufficient facilities for this traffic, when the high grade on the bar of the Columbia river has been reduced.

Company Has Been Criticized. "While the Navigation Company has been criticized for not increasing its Oriental fleet on a losing business, it has certainly gulped down its losses with less facial contortion than any other business interest in Portland would have done under like circumstances.

"The Harriman lines are loyal to the interests of the territory through which they are operated, and are not carrying water upon both shoulders." The O. R. & N. Co. has already spent several millions in betterment of way, and will expend in addition large sums in continuing this policy of improvement. The track has been improved so it is one of the best in the country, curves have been straightened, grades reduced and trestles filled all along the line. Mr. Mohler was in the East, in part, on account of the illness of his daughter, and was for a time in the Adirondacks. STATE OFFICER GOES WRONG. Columbus, Sept. 25.—Governor Nash this morning removed from office State Examiner of Stationary Engineers George Collier, who has disappeared, \$2,700 short in accounts.

MINNESOTA APPEALS ON MERGER SUIT

Twenty-Nine Counts of Error Which Will Carry the Case to the Supreme Court of the United States.

(Journal Special Service.) St. Paul, Sept. 25.—Minnesota has appealed from the decision of Judge Lochren of the United States court in favor of the Northern Securities Company, which was the state's anti-merger case. Twenty-nine points of error are assigned all of information character. The appeal is made direct to the United States supreme court.

WANTS SHIPS WITHDRAWN.

Constantinople, Sept. 25.—The Turkish foreign minister will have a conference with Minister Lehmann today on the former's proposition for withdrawal of the American ships from Beirut. The ports so wishes, obtaining settlement of differences between America and Turkey cannot proceed until the fleet leaves.

RUSSIA'S REPORT SAYS JEWS TO BLAME

(Journal Special Service.) St. Petersburg, Sept. 25.—The official version of the riots against the Jews at Gomel was made public today. It is claimed that the trouble started in a bathhouse fight, after which the Jews paraded the streets, shouting "This isn't Kishinef." They dared resistance and fired revolvers to show that they were armed. Railroad workmen were incensed and attacked the procession. A general fight ensued, in which 140 houses were destroyed and many persons injured. Hebrew leaders have been arrested. "Another unofficial report states that the fight between the bathhouse resulted in the injuring of a Russian, after which revenge was taken against the Jews because one of their number had wounded the Russian bathhouse."

FIERCE BATTLE ON OVERLAND TRAIN

Baker City, Or., Sept. 25.—Deputy Sheriff Gibson was seriously hurt in a fight on the train last night at Durkee with an unknown criminal. He was stabbed twice in the face and in the chest with a knife which the man carried. The fight occurred as the east-bound overland train was stopping at Durkee. Gibson had nearly completed a search of the train for Charles Ritter, who is wanted in Baker City on the charge of assaulting 12-year-old Mabel McAuley. He scrutinized the faces of all male passengers. A man curled up

Portland Irish-Americans Pleased With The Journal.

Portland, Oregon, September 24, 1903. To the Editor of The Journal: The undersigned, representing the various organizations participating in Emmet's Centennial Celebration, Sunday last, desire to thank you for the magnificent manner in which The Journal commemorated the affair, and assure you that the Irish-Americans of this city thoroughly appreciate your edition of September 14 last as a touching favor to their sentiments. EDWARD KILLFEATHER, J. W. MCGINN, P. RYAN, P. J. SMYTH, JOHN O'HARA, JOHN O'HARE, Committee.