

# BRAVE MEN AT A FIRE

## New York Policemen Enter Burning Tenement House and Risk Their Lives.

(Journal Special Service.)  
New York, Jan. 28.—In the crowded tenement-house district of Madison street the wildest excitement was occasioned this morning at an early hour by a fire which occurred in a five-story double-decker.

As a result three little children, the eldest seven years of age, were burned to death.

The fire was discovered by a passer-by before daylight this morning. He at once investigated and found that flames were issuing from a closet underneath a stairway on the first floor. An alarm was immediately sent in. Before the firemen appeared upon the scene and the work of rescue began.

The flames spread with remarkable quickness and soon the big house was enveloped.

Three officers rushed to the fifth floor while others took the lower ones. Their efforts were directed to awakening the inmates. Before their tasks were completed fire had reached every floor.

The policemen directed the people to the fire escapes and assisted in handing men, women and children to the firemen who had arrived and with scaling ladders were engaged in rescuing the unfortunate.

Five police officers were overcome with heat and smoke. One had reached the door to an upper apartment, where the children were afterward found, and was rescued by firemen, who were too late to break into the room where the children were. The father and mother of the little ones had gone to work early and had left their offspring asleep.

The work of the firemen, and particularly the policemen, is highly commended.

# GREAT CROWDS AT THE TILBURY TRIAL

## COACHMAN ACCUSED OF BEING MAIL SUCCESSFUL IN HAVING HIS CASE POSTPONED—SPEAKS OF MANY LETTERS WHICH CANNOT BE FOUND.

(Journal Special Service.)  
Chicago, Jan. 28.—A great crowd attempted to enter the court room this morning at Coachman Tilbury's black-mail trial. Bailiffs were compelled to close the doors an hour before the trial opened. Men and women continued to jam the corridors until extra police were called to keep them moving.

Yesterday Tilbury declared he had 250 letters concealed in the Thurston stables. Court officers and attorneys last night made a thorough search and announced this morning that they had failed to find any. Immediately after the trial convened this morning Tilbury asked permission to make a statement to the court. He was retired in the judge's chambers and shortly after the judge returned and announced that at the request of the defendant his attorney, Claire, would no longer be connected with the case. The court appointed Attorney Rosenthal to represent Tilbury and adjourned until 10 o'clock tomorrow morning to the great disappointment of the spectators.

Threatening letters continue to come to Mrs. Thurston from anonymous sources demanding that prosecution be dropped else disastrous results will follow.

Attorney Claire said today that he dropped out of the case because Tilbury had no letters and no case to defend.

## ONE YEAR IN JAIL FOR MESSENGER BOY

Harry Thomas, a messenger boy, was this morning sentenced to a year in the county jail by Judge Hogue for securing money under false pretenses. The boy has frequently been in trouble before. He stated to the judge that he would just as soon be in prison as at liberty, and that he preferred the county jail to the Boys' and Girls' Aid society home. The offense for which he was sentenced was collecting 95 cents from a woman in the Tacoma house for a tray of food that had been delivered by another messenger boy from the Creamery restaurant.



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## LUMBER VESSELS READY TO SAIL

Two of the lumber feet in the harbor have completed their cargo and will soon be ready to leave down for the sea. The barkentine T. P. Emigh, which received her cargo at the Portland mill, will drop down this afternoon below the steel bridge, where another shipment of lumber will be taken aboard from barges. When fully loaded she will draw 21 feet and 4 inches of water. The cargo will amount to about 1,400,000 feet. The vessel goes to Honolulu.

The other lumber-carrier to finish her cargo is the American schooner Forester, which was loaded at the Inman-Poulsen mill. She has in the neighborhood of 300,000 feet aboard, and her destination is Kobe, Japan. The Forester has the distinction of having on board some of the largest timbers that were ever shipped from here to a foreign port. Many of the pieces are 50 feet in length, and measure two feet square at the ends.

The American schooner Zampa, loading at the Inman-Poulsen mill, is expected to be ready for the sea tonight. Her destination is San Pedro. The barkentine Georgina, loading for the Orient, will complete her cargo in a day or two, and the Annie E. Smale will probably be the next in line. They are both large carriers, and will take out considerably more than a million feet each.

Very seldom is such a large fleet seen above the bridges, as is there as present. The names of the vessels and their tonnage are as follows:

Schooner E. B. Jackson	615
Schooner Annie E. Smale	809
Schooner Forester	821
Schooner Zampa	822
Schooner Mabel Gale	619
Barkentine Georgina	870
Barkentine T. P. Emigh	2,033
Italian ship Cressington	2,033
Total tonnage	6,737

## AGED FATHER DIES FIRST IN THE FAMILY

(Continued from Page One.)  
Duback, Jr., with the Portland Optical company; Mrs. Captain Bailey, May D. Bybee, Ida Steele, Frank Duback, Henry Duback of San Francisco, Julia C. Bryson of Wellington, Fred. Charles, Nicholas, Henry, Edward and Ray Duback, and 18 grandchildren.

Mr. Duback celebrated his last birthday January 12.

Jacob Duback, Sr., was born in Baden, Germany, January 22, 1823, and resided there until 1848, when he emigrated to the United States and settled at Buffalo, N. Y., where he resided until the breaking out of the Mexican war. He then enlisted in the army, and in 1847, in the 10th United States infantry, saw much active service in General Taylor's command. After the war he returned to the East and re-enlisted in the 2nd artillery, company H, in the regular service, starting from New York for Florida by a boat, which was wrecked. After many hardships he succeeded in getting to Florida. He assisted in the capture of the famous "Billy Bowlegs," an Indian who is well known to the Florida war notoriety.

He married Dorothea Sauer, November 9, 1853, at Newport, R. I., and in the latter part of 1853, or early in 1854, was ordered to California by way of the Horn, but the boat San Francisco was shipwrecked just off the North Carolina coast and for several days was tossed on the ocean and out of 1,100 people that started only 200 were saved. Mr. and Mrs. Duback were picked up by a passing steamer and returned to New York and from there shipped overland to California and passed the winter of 1854 and 1855, under the command of General Stephens. After two months in quarters at Benicia he went to Fort Orford and took part in the Rogue river war, where he helped to capture Chief John of that tribe. Eighteen months thereafter he was sent to Umpqua and subsequently returned to California, where he received his discharge at Benicia, October 9, 1858.

He then came north to Fort Vancouver, which was at that time run principally by the Hudson Bay company. At that time there were very few white people there, Portland having only a few houses. Mr. Duback bought a farm of 160 acres and a yoke of oxen. He rose to be among the wealthiest and most influential men of Clarke county. He never used his homestead right. On December 4, 1878, he bought a farm on the south side of Mill Plain, where he built a fine house and had one of the finest farms in the country. There he resided until his death.

**STOCK BARRED FROM EXCHANGE.**  
(Journal Special Service.)  
New York, Jan. 28.—Official notice was posted today at the stock exchange that the American steel foundries' stock was barred from the lists because of misrepresentations at the time it was first listed.

Register today and sign the petition for direct primary nominations.

# PORTLAND TO BE FINELY LIGHTED

## MORE ARC LIGHTS TO BE NUMBER OF 150 TO BE INSTALLED—LIST OF STREET INTERSECTIONS WHERE THEY WILL BE LOCATED SOON.

The city authorities have commenced work on their previously announced plan of replacing all the small electric lights on Portland's streets with modern arc lights, and have notified the city engineer that about 150 more arcs can be installed as soon as practicable. The locations are the Third, Fifth, Sixth and Seventh wards. Since January about 25 new arcs were put in service, evenly divided between east side and west side locations.

It is the desire of the officials to make Portland one of the best lighted cities in the country and considerable of this improvement work will be carried on during the coming summer, or previous to the Lewis and Clark exposition in 1905. This is a change that seems to meet with favor of every one, and in 18 months from now it is thought that the entire municipality will enjoy arc lights.

The list of new arcs that are to go in immediately is as follows:

Third ward—Fourth and Oak, Sixth and Davis, Seventh and Couch Park and Stark, Park and Burnside, Park and Davis, Tenth and Burnside, Ninth and Davis, Tenth and Stark, Eleventh and Burnside, Eleventh and Davis, Twelfth and Davis, Fourteenth and Washington, Fourteenth and Davis, Fifteenth and Davis, Eighteenth and Couch, Nineteenth and Couch.

Fifth ward—Water and Columbia, Water and Montgomery, Water and Lincoln, Front and Columbia, Front and Market, Front and Montgomery, Second and Sheridan, West Park and Jackson, Park and Clifton, Tenth and Clay, Tenth and Mill, Tenth and College, Tenth and Clifton, Eleventh and Jefferson, Eleventh and Montgomery, Eleventh and Hall, Twelfth and Market, Thirteenth and Mill, Fourteenth and Market, Fourteenth and Montgomery, Sixteenth and Clay, Sixteenth and Montgomery, Sixteenth and College, Sixteenth and Elm, Sixteenth and Elizabeth and Kearney, Chapman and Clifton, Chapman and Myrtle, Chapman and Spring, Nineteenth and Elizabeth and Kearney, Twentieth and Laurel, Twentieth and Elizabeth, extension of Harrison between Twentieth and Twenty-first, Twenty-first and Clifton, Twenty-first and Elm. Also will move arc light now at Seventeenth and Mill streets to a point on Mill street about 215 feet west of Fourteenth street.

Sixth ward—Water and Hooker, Front and Elm, Macadam and Gibbs, Macadam and Curry, Macadam and Lane, Abernethy and Hood, Kelly between Gibbs and Whitaker, Kelly and Thomas, Front between Lane and Gaines, Front and Curry, Front and Porter, First and Grove, Virginia and Texas, Virginia and Idaho.

Seventh ward—Thirteenth and Marlon avenue, Milwaukee and Nehalem, Milwaukee and Leo, Milwaukee and Henry, Milwaukee and Harold, Fifteenth and Ellisworth, Sixteenth and Karl, Thirteenth and Rabe, Eighth and Lane, Seventeenth and Division, Twelfth and Division, Eleventh and East Lincoln, Thirteenth and Beacon.

The following arcs have been established since January 1:

West side—Twenty-fifth and Lovejoy, Fifteenth and Thurman, Twelfth and Quimby, Eighteenth and Raleigh, Eighteenth and Thurman, Nineteenth and Quimby, Nineteenth and Ushur, Twentieth and Ushur, Twentieth and Roosevelt, Twenty-first and Quimby, Sawyer, Ushur, Vaughn, Wilson, York and Nicolai avenues and Twenty-third and Everett.

East side—Thirteenth and Morrison, Thirteenth and Yamhill, Twenty-second and Division, Eight and Tamook, Twenty-first and William, Nineteenth and Clackamas, Nineteenth and Multnomah, Twenty-fourth and Wasco, Twenty-first and Halsey, Fourteenth and Thompson, Twenty-second and Clackamas, Twenty-fourth and Davis.

## RAILROADS ROUSED BY GOODARD'S ACT

(Continued from Page One.)  
sago, Milwaukee, St. Paul & Omaha, road said: "That shipment means about \$55,000 worth of freight. It is a city shipment and the city should have controlled the matter so that all roads would get their just share, but instead through management one road secures the long haul on all the material and then turns over this stuff to another line, the Northern Pacific, that has no special right to the haul and certainly has no hold over the O. R. & N. in a shipment of this kind for the O. R. & N. is the natural gateway. It is not just nor right and I feel as do the other men of the railroads and especially as do the other freight men."

H. M. Adams, assistant general freight agent of the O. R. & N., said: "I cannot give a statement at this time."

Other railroad men who have heard of the feeling expressed by O. R. & N. officials say that the road is at the head of the movement to secure a share of the haul and that it has already taken steps to bring the road's claims to bear on the Pacific Construction company, even eastern officials and steel corporation magnates being informed of just how the Harriman system stands on the proposition.

William Harder, general agent of the freight department for the Great Northern, said: "Because we are a Hill line, don't think we are not interested. We are a competitor of the Northern Pacific and we have not received our share of this shipment and will not receive any part of it. What we will do is uncertain, and the whole matter is in the hands of our head office, and it is doubtful taking immediate action; they have been informed of the situation."

"I don't blame Goodard."

W. C. McBride, general agent of the Gould lines, said: "I don't blame Goodard. He had the chance to get the business, and he evidently got it. But I do blame the city. This was a public shipment of public material and a big item, for not much transcontinental business comes across in lots of 100 cars. This being the case, the city officials were acting strangely when they allowed any one to cut out all local lines but one or two and allowed this material to be routed over one system without recognizing all of the other lines that have claims equal to those of the Burlington."

The conflict over the freight bill has already narrowed down to a struggle between the Hill lines on one side and the Vanderbilt, Gould, Harriman, and several big independent lines on the other. So closely are modern railroad interests bound together and so general has been the custom of dividing big shipments since the organization of freight associations that railroad men consider

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the present crisis as one that will be carefully considered by the heads of the greatest American roads and an issue that may result in a prolonged freight war, which often brings in its wake passenger cuts.

What has also aroused local freight men is the report that the material for the Marquam gulch bridge, probably 40 carloads, has been routed over the Burlington also. The total freight business involved in the two deals will amount to about \$50,000, and 15 roads represented in the city believe that they should have received each a share of these shipments.

One thing that the local freight men would like to discover is whether the Burlington made a special rate to aid in securing the shipments.

At the Burlington office it was stated that Mr. Goddard was on the sound and would probably not return before Sunday afternoon.

*Bookkeeping*  
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**MARINE NOTES.**  
(Journal Special Service.)  
Astoria, Jan. 28.—Arrived down at 3 and sailed at 7:30 a. m., steamer George W. Elder, for San Francisco.  
Arrived at 7:30 and left up at 8 a. m., steamer Aberdeen, from Eureka.  
Sailed at 7:50 a. m., American bark Haydn Brown, for San Pedro.  
Arrived at 8 and left up at 9:35 a. m., steamer Fulton, from San Francisco.  
Sailed at 10 a. m., schooner Volunteer, for San Francisco.  
Sailed at 9 a. m., Italian ship, Ninfa, for Cape Town.  
Sailed at 9 a. m., schooner Henry Wilson, for San Francisco.  
San Francisco, Jan. 28.—Sailed at 11 a. m., steamer Charles Nelson, for Columbia river.  
Sailed at 11 a. m., steamer Oregon, for Portland.  
Astoria, Jan. 27.—Sailed at 6 p. m., schooner Laura Madsen, for San Francisco.  
Astoria, Jan. 28.—Condition of the bar at 8 a. m., smooth; wind north; light; weather clear.

**NOTICE TO MARINERS.**  
California—Mare Island strait—Buoy established—December 28, 1903, a second-class spar buoy, painted black, No. 1, was established in 16 feet of water about 400 feet S. 23 degrees W. true (S. 1/2 W. mag.) from South Vallejo beacon, Mare Island strait. The best water is between this buoy and South Vallejo beacon. The buoy is on the following bearings:  
Fope & Talbot's wharf, east tangent, N. 47 degrees E. true (NNE. 1/2 E. mag.)  
Star Mills wharf, east tangent, S. 43 degrees E. true (SE. by E. 1/2 E. Mag.).

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**BEHNKE-WALKER BUSINESS COLLEGE**  
Stearns Block, Sixth and Morrison.  
Oregon and Washington—Columbia river entrance—Lower Sands post light changed in color—On or about January 18, 1904, the color of the Lower Sands post light, Columbia river, will be changed from fixed white to fixed-red.

## MR. BANKS GETS READY FOR DUTY

W. W. Banks, recently appointed assistant United States district attorney for Oregon, was admitted to practice in the United States district and circuit courts this morning upon motion of Edwin F. Mays. Mr. Mays is the retiring assistant and will turn over his office to Mr. Banks February 1.

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Tachin, Blind, Bleeding or Protruding Piles. Your druggist will refund money if PAZO OINTMENT fails to cure you in 8 to 14 days. 50c.

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## MR. BANKS GETS READY FOR DUTY

La Fontaine docked last evening at Columbia No. 1 and she will begin discharging her cargo tomorrow.

The steamer Aberdeen arrived at the mouth of the river this morning and is expected to reach Portland at 6 o'clock this evening. She is coming from Eureka by way of Coos bay points.

A government barge which has been undergoing repairs at Supple's yards for the past two weeks is nearing completion. It is used for transporting rocks from the quarry to the Columbia river jetty.

James Olsen, the shipbuilder, and a force of men left last night for Riparia to repair the steamer Norma belonging to Jacob Kamm of this city.

Register today and sign the petition for direct primary nominations.

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**DEEPER CUTS**

Friday and Saturday last two days of our GREAT JANUARY CLEARANCE SALE

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Made of Oxford fur goods, 44 inches long, black velvet collar, well lined, perfect fitting and entirely up-to-date.

**\$15 BLUE SERGE SUITS at \$9.98**  
Heavy all-wool blue serge sack suit, style as cut, coat has hair cloth interlining and serge lining, thoroughly well tailored and perfect fitting.

**\$10 Blue Serge Suits \$6.98**  
Same style and make as above, but lighter weight material.

**Men's Florsheim \$3.50 Shoes \$3.10**  
Any style, any size or width, the very newest styles of the very best \$3.50 shoes at \$3.10.

**Women's \$2 Walking Skirts at \$1.35**  
Up-to-date heavy gray walking skirt, well made and exceptional \$2.00 quality.

**\$1 Black Fur Boa 55c**  
Just a few left of the best \$1.00 boas, choice, to close, at 55c.

**\$1.25 Black Dress Goods 88c**  
Canvas cloth, armure or serge, 44 to 50 inches wide. All goods of exceptional quality.



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