

# FIRE IN DANCE HALL BREEDS PANIC IN WHICH MORE THAN A HUNDRED PERSONS ARE TRAMPLED AND INJURED

## "JOB" SAYS E. W. RIVER

### Contractor Hints Tanner Creek Sewer Was Tamped With.

#### COUNCIL COMMITTEE SILENT ON SUBJECT

#### Investigators Will Give No Intimation of Their Report But Rumors That the Work is Defective Growing.

The rumors of defective work in the construction of the Tanner creek sewer are growing more positive and more specific. The report of the committee of experts appointed to investigate the big drain will not be presented to the sewer committee of the city council until next Monday or Tuesday, and in the meantime all information as to the results of the investigation is withheld.

It is asserted, however, that many defects have been found. According to the reports current about city hall, the brick was found to be faulty in many places, the concrete support beneath the arches was not up to specifications and the quantity of Belgian block laid was materially less than required. The reports are said to have discovered a number of places where some blocks were missing from the bottom of the sewer.

On the other hand E. W. River, one of the contractors who built the sewer, declares that the charges are concocted by a disappointed rival bidder, and intimates that the missing stone blocks at the bottom of the sewer were secretly removed by this competitor after the sewer was completed. For the purpose of making it appear that the work was defective.

River's statement that he received permission from the experts to repair the sewer without the stone blocks being missing is flatly contradicted by them, and appears to be without foundation.

The committee of experts consists of J. H. Cunningham and Capt. R. A. Greenleaf, civil engineers, appointed at the request of the property owners interested, and George Knight, a stonemason, and Peter Flynn, a bricklayer, the last two named by the sewer committee of the city council.

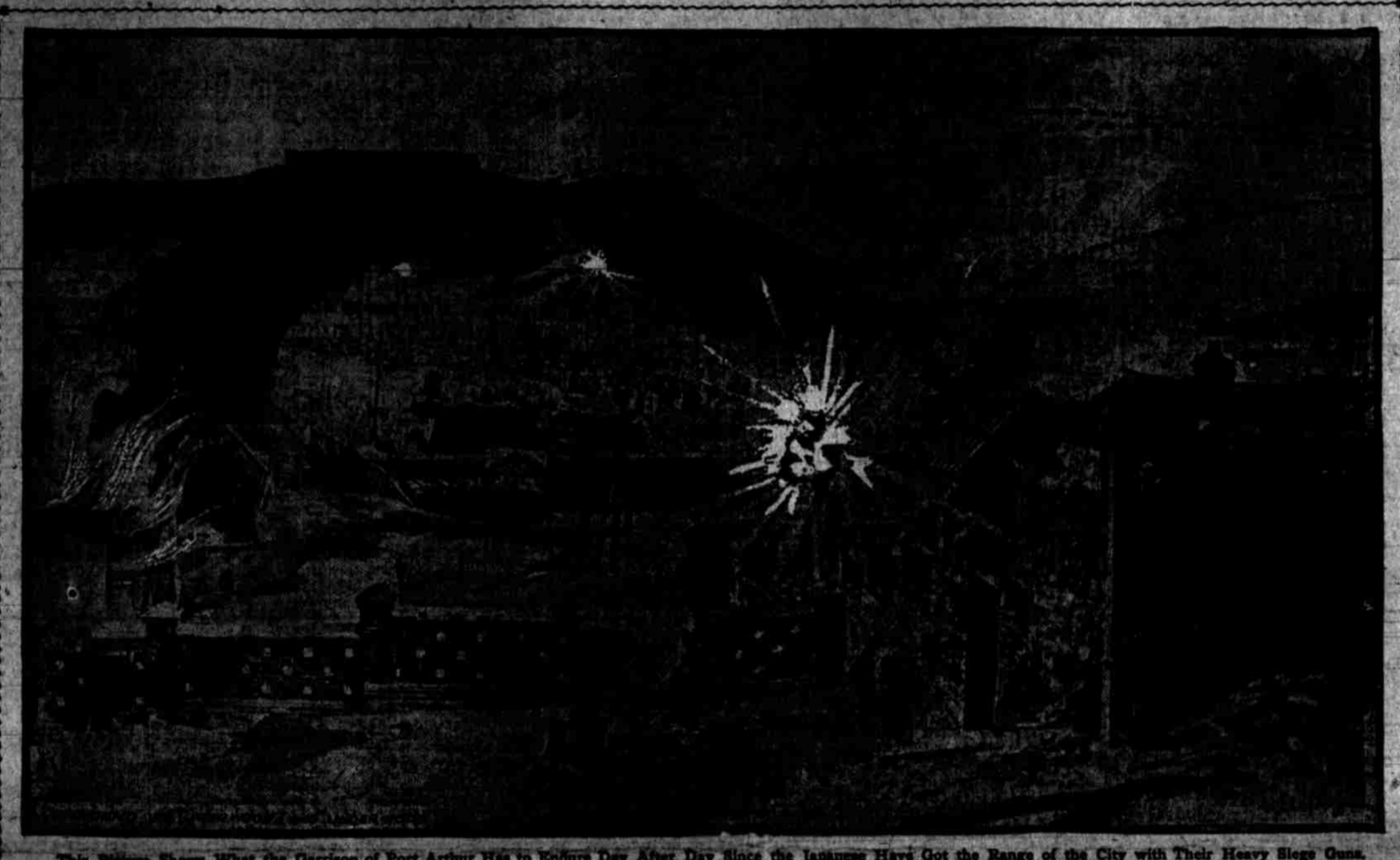
Our report may be ready Monday," said Captain Greenleaf this morning, "but I understand from the members of the sewer committee that they do not wish to have it made public until it is presented to the council on Wednesday. In the meantime I am sure at the city to say anything of the results of our investigation. The report will be simply a plain statement of facts."

"Bad enough—or good enough," George Young, the stonemason who was appointed on the committee by the city, remarked.

"While I can't say anything as to the findings that will be contained in the report, it will be bad enough—or good enough, whichever way you want to look at it. I wouldn't go out on any such job to do a man up, and I wouldn't see the other side done up, either. We shall just tell the facts as far as we could find them. To make a thorough investigation, of course, it would be necessary to tear up the whole sewer from end to end, and that was out of the question. All we could do was to examine it in places."

James Caywood, the inspector detailed to superintend the construction of the sewer while it was in progress, repeats his original assertion that all the material charged for by the contractor and called for by the specifications actually went into the work. But Caywood's statement is disputed. The contractor's bill for extras, allowed by the

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This Picture Shows What the Garrison of Port Arthur Has to Endure Day After Day Since the Japanese Have Got the Range of the City with Their Heavy Siege Guns.

## PORT ARTHUR NOT YET RELINQUISHED

### Reports from Junk Men Say That Heavy Firing is Still Heard at Sea.

#### MUKDEN'S ARTILLERY DUEL GOES STEADILY ON

#### Russian Baltic Fleet Hears That Japanese Will Offer Attack in Red Sea.

(Journal Special Service.)  
St. Petersburg, Nov. 12.—(Bulletin.)—It is authoritatively declared here that if Port Arthur is surrendered Russia may be willing to discuss peace with Japan.

(Journal Special Service.)  
Chesoo, Nov. 12.—No information has been received here today of the fate of Port Arthur, but there is some reason to believe, through the stories of the crew of a Chinese junk which arrived this afternoon, that the reports of the stronghold having been surrendered by General Stoessel are without foundation.

These stories are to the effect that firing was heard off Port Arthur late last night. It is not within the range of reason that a cannonade or similar explosions would continue had the fortress been evacuated by its defenders.

The latest authentic news was to the effect that Stoessel positively refused to either consider or treat with any propositions looking to a surrender and, if reports of undoubted authenticity, may be taken as a standard, there is no reason to believe that the men under him are any less determined to hold on and fight to the last.

A junk man who returned here after the fire broke out near the engine-room. The chief engineer was the first to discover that something was wrong. He lifted the cover from one of the hatches. A cloud of smoke that almost suffocated him poured out into his face, and he could see flames dancing below. He clapped the cover onto the hatch and, rushing to the deck, gave the alarm.

A night watch is kept on duty, but its members explain that if the alarm had not been sounded then that by the time the others of the crew and the officers could have been aroused it would have been too late for them to have saved the vessel. The Niocomedia had about 1,500 tons of coal on board and the fire was in the heart of the mass at the time the engineer discovered it. The origin of the blaze is unknown, but it is supposed to have been caused by spontaneous combustion.

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## BANDIT "BABE" WALTON IS SENTENCED TO 25 YEARS

Charles W. Walton was sentenced by Circuit Judge Cleland this morning to serve 25 years in the penitentiary for holding up a Willamette Heights car and robbing Conductor Emanuel Johnson, and after the expiration of his term to serve five years longer for murdering assailing Policeman Ole Nelson. The young man asked for mercy, and his counsel, Henry St. Rayner, made an impassioned plea in his behalf, but the court declared that after hearing all the evidence twice he was of the opinion that no good reason existed for mercy, as the safety of the public was to be taken into consideration as well as the punishment of the prisoner.

On the first charge, that of assault and robbery, being armed with a dangerous weapon, Judge Cleland asked Walton, who had arisen to receive sentence, if he had any reason to give why judgment should not be pronounced. For two or three seconds the prisoner stood with face flushed and eyes downcast, then he looked up and, in fairly steady tones, said:

"I have nothing to say beyond ex-

pressing the hope that your honor will be as lenient as possible."

Attorney St. Rayner was asked if he desired to say anything for his client. He asked for the mercy of the court in pronouncing judgment on account of the boy's age and because it was the first time he had ever been accused of crime. He suggested that, while the provision of the code relative to reform schools was more especially designed for youths not more than 16 years of age, he believed the court could in its discretion make use of the statute.

"The court has had the opportunity to hear all the facts and circumstances connected with the case of Charles W. Walton twice," said Judge Cleland. "This repeated examination has resulted in the court being unable to discover a single mitigating circumstance."

"The crime with which you are charged and of which you were convicted is a serious one; it is one of the most serious known to the law. The purpose of administering this punishment is not alone your reformation, but the protection of the public. Keeping that in mind, I see no reason why leniency should be extended to you in this case."

## CAR LINE MERGER IS NOW COMPLETE

### Deeds to the Portland Consolidated Company Were Filed This Morning.

#### TRANSFERS ARE TO BE GIVEN MONDAY

#### Amount Involved is Five Millions—Three Fourths of Million for Improvements.

While the deal consolidating the City & Suburban railway and the Portland Railway companies, and transferring the ownership to the newly organized Portland Consolidated Railway company, was closed some time ago, actual titles did not pass to the new company until today.

Deeds from both of the old companies were turned over to and filed by the new company today, and the Portland Consolidated Railway company is now of record, sole possessor of the entire street railway properties of this city—excepting, of course, the Oregon Water Power & Railway company line. Exchange of transfers on all the lines of the city will be made commencing Monday.

The amount involved was \$5,000,000, and of this the sum of \$750,000 was placed in the treasury for improving the lines and bettering the service. The City & Suburban company turned in its property in exchange for \$2,500,000 of the stock of the Portland Consolidated. The Portland Street Railway company accepted in lieu of its plant \$1,000,000 of the stock of the Portland Consolidated. The remaining million is the cash surplus of the capital stock, and of this three-quarters are set aside for the consummation of the plans of the new company, which hopes within the

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## SAILORS FIGHT FIRE TO SAVE NICOMEDIA'S VALUABLE CARGO

Fire was discovered in the bunkers of the oriental liner Niocomedia as the steamer was coming up stream last night. Quickly dropping anchor the entire force was called out to fight the flames. After three hours of hard work they finally succeeded in extinguishing the blaze but not before 400 tons of coal had been consumed.

Every man on the ship was called into service. Stripping themselves of all surplus clothing they labored as they never did before. More than \$1,000,000 worth of property was at stake. The bunkers resembled a fiery furnace.

It was at about 5 o'clock when the fire was first discovered, and from the appearance of things it had been smoldering for almost half a day. Columns of leaping flames threatened to spread

rapidly. At one time it looked as though the entire ship was doomed. As other hatches were opened the entire vessel looked to be in possession of the fire demon. Fortunately the steamer was equipped with a fire apparatus, which was brought into play without the loss of a moment. Had she not been thus equipped the Niocomedia, it is said, would certainly have been burned to the water's edge.

The officers declared that had the fire not been discovered until about midnight there is no doubt that the steamer would have been totally destroyed, and they are of the opinion that many lives would have been lost.

The steamer was near Morgan's landing at the time, which is situated some distance below the mouth of the Willamette.

The fire broke out near the engine-room. The chief engineer was the first to discover that something was wrong. He lifted the cover from one of the hatches. A cloud of smoke that almost suffocated him poured out into his face, and he could see flames dancing below. He clapped the cover onto the hatch and, rushing to the deck, gave the alarm.

A night watch is kept on duty, but its members explain that if the alarm had not been sounded then that by the time the others of the crew and the officers could have been aroused it would have been too late for them to have saved the vessel. The Niocomedia had about 1,500 tons of coal on board and the fire was in the heart of the mass at the time the engineer discovered it. The origin of the blaze is unknown, but it is supposed to have been caused by spontaneous combustion.

knocked the city the magazine exploded. Fragments of paving blocks and debris were shot through the air with a force and swiftness of shells, literally mowing all those within range. When the rain of stones ceased falling 14 men were found lying on the ground. The five firemen hurt were in the closest range and not one escaped wounds of serious nature.

The spectators back of the fire line were all hurt by falling pieces of rock. But two of them suffered serious injuries. The force of the explosion was so great that many plate glass windows in the business section were shattered. The explosion alone did nearly \$100,000 of the damage, the rest being due to the fire.

One of the singular features of the

## FIRE AND EXPLOSION LIKE A WARFARE IN MINATURE

Knockville, Tenn., Nov. 12.—A fire and explosion with a property loss of \$250,000, and in which five firemen were seriously and several spectators more or less badly injured took place here early this morning.

The fire started in an unknown manner in the big warehouse of Woodruff & Co., which was filled with inflammable merchandise. It spread, despite the utmost efforts of the fire department until two stores adjoining were added to the conflagration and the warehouse itself was completely destroyed.

Beneath the pavement in the street was a powder magazine in which were 200 pounds of dynamite and ordinary black grain powder. The firemen unaware of this worked but a short distance away, when, with a crash that

## NINE INJURED.

### B. & O. Train "Side Swipes" Another at Boyd's, Md.

(Journal Special Service.)  
Baltimore, Nov. 12.—Nine people were injured as a result of a Baltimore & Ohio passenger "side swiping" another at Boyd's station early this morning. Pullman Conductor Conrad may die and E. J. Doran of San Francisco had his head seriously cut. All other injured suffered minor hurts only.

## NINE KILLED OUTRIGHT.

### More Than Twenty Dead or Injured in Wreck Near Grange.

(Journal Special Service.)  
Cheyenne, Wyo., Nov. 12.—Nine persons killed outright, five passengers (Continued on Page Two.)

## MERCILESS STAMPEDE

### Women and Children Are Beaten Down by Excited Men.

#### NINE PERSONS KILLED IN WYOMING COLLISION

#### Dispatcher's Mistake Sends Union Pacific Trains Together Near Granger.

(Journal Special Service.)  
Payton, Wyo., Nov. 12.—More than 100 persons, the greater number of whom were women and children, were injured in a panic which followed an alarm of fire in a hall where a dance was being held here last night.

Of that number 24 are probably fatally hurt, and this morning there was found in the smoking embers of ruin the body of James Raleigh. Perhaps a death list will be added as the debris is cleared away.

Thirty-five horses perished in the lively barn beneath the structure.

The hall was in the top story of a large frame building, erected some years ago for a public gathering place. It had but a comparatively narrow entrance way up steep flights of stairs and its windows were at a height precluding their affording means of escape.

The fire broke out in the lower story, and when the alarm was given to those in the dance and banquet hall, was well under way.

In the hall was a crowd of women and children and all efforts of the cooler headed ones to preserve order proved vain. Finally the panic became general and a wild stampede followed in which men struck down or trampled upon women and children in the cruel fight for liberty and life.

The narrow hallway became blocked with injured and not until the main subsided were these brought out. The record of the fire is as that of all others, showing that there was need for neither loss of life nor injury, had order been preserved. In the excitement the panic and the necessity of prompt action in rescuing the injured, no heed was paid to the animals, who helplessly met death as they stood tied in their stalls.

It is possible, however, that some were in the rear of the hall who failed to escape. If so these went down with the crash of the building that buried the horses in the basement below. In the excitement the panic and the necessity of prompt action in rescuing the injured, no heed was paid to the animals, who helplessly met death as they stood tied in their stalls.

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