

GOOD MORNING

THE WEATHER.

Cloudy; probably showers; cooler; winds southerly.

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PORTLAND, OREGON, SUNDAY MORNING, SEPTEMBER 10, 1905.—THREE SECTIONS—FORTY PAGES.

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NORTHERN PACIFIC ROAD BEGINS SPENDING \$10,000,000 ON RAILWAY AND STEAMSHIP LINES INTO PORTLAND

Word From Tacoma Says the Road Will Build by the Most Direct Route From Portland to St. Paul.

Will Construct Line Down the North Side of the Columbia, Bridge the River and Gain New Entrance--Big Investment Here.

Swift-moving events vast in their significance have within the last few weeks brought great railroad developments to the door of Portland.

Incorporation of a new railroad company--the Portland & Seattle Railway company--at Olympia and Vancouver, whose object is to build a triangular railroad system from Portland to Seattle and from Portland to Spokane, via Wallula Junction--places the Northern Pacific Railroad company legally in a convenient position to launch its great undertaking of constructing a main line down the north bank of the Columbia river, a bridge across that river, and a new entrance into Portland.

The plans of the company are said to be practically complete. The journal is summarized, will have involved the expenditure of upward of \$10,000,000 to make Portland its principal Pacific coast terminal. Including the cost of the Wallula tract and of numerous blocks of adjoining property recently acquired, the company has invested nearly \$1,000,000 in this city already--and will spend millions more--in accomplishing this purpose.

A "tip" from Tacoma has keyed up to the highest pitch the expectations of those who have had inside information concerning the Northern Pacific's plans.

Information is definite. The information was definite, and confirmed statements that have been made exclusively in the journal to the effect that the company will build down the north bank of the Columbia, cross that stream and the Willamette river over a new drawbridge, and enter Portland with new terminals for railroad and steamship traffic.

The information is that the next move in the great enterprise would be made by the Portland & Seattle Railroad company, which would be in the forefront of the construction forces. The campaign has already begun. This company has put surveying parties in the field between Vancouver and Lyle, the only stretch of territory along the north bank from Wallula Junction to the site of the proposed Columbia river bridge that has not been acquired by the Northern Pacific for its new line.

This move will precipitate the great battle for territory ever fought between railroads in the Pacific northwest. It will be waged by giant railroad corporations--the Hill and the Harriman forces. The agents of both are in the field. The Portland & Seattle company represents Hill; the Wallula Pacific is the advance guard of Harriman.

Denial Does Not Convince. L. Gerlinger, who is president of the Wallula Pacific, has emphatically denied that the New York people for whom he is admittedly acting--or connections of the Harriman board of directors. Information from equally reliable sources is to the effect that the incorporation articles of the Wallula Pacific were drawn by the legal department of the Oregon Railroad & Navigation company. The object declared in the articles is the construction of a railroad from Wallula Junction to Vancouver. The company has for several weeks had surveyors at work between Lyle and Vancouver. Between Lyle and Wallula Junction it has a right of way, on which some miles of rails are already laid. It is not asserted by any one that the Harriman people intend building on the north bank a railroad twin for its line on the south bank, but it will make the supreme battle of its existence for possession of the right of way and territory involved in the fight.

No doubt is expressed anywhere that the Portland & Seattle company, representing as it is believed, the Northern Pacific, is bent on constructing a line over this route. Its incorporators are Portland, Tacoma and Seattle men, of unquestioned connection with the Hill people.

Such Flinders of Portland is president; C. F. Adams, president of the Portland Gas company, is treasurer; S. B. Lathicum, secretary, is a Portland attorney, with offices in the Chamber of Commerce, and other incorporators are John S. Baker, vice-president of the Fidelity Trust company, Tacoma, and James D. Hoge, Jr., president of the Union Savings & Trust company, Seattle.

Representation of the Journal. A representative of the Journal is investigating the plans of the rival company. (Continued on Page Seven.)

THIRTY KILLED, SCORES INJURED IN POWDER WORKS EXPLOSION

Rand Powder Works at Fairchance, Pennsylvania, Blow Up With Frightful Result--Plant is Completely Destroyed--Windows Broken Miles Away.

(Special Dispatch by Leased Wire to The Journal) Connellsville, Pa., Sept. 9.--With a report that could be heard for a radius of 15 miles the Rand Powder works, located at Fairchance, Pennsylvania, blew up this morning, causing, it is believed, over 30 deaths and considerable financial damage. No far 12 bodies have been taken from the ruins and it is stated there are many other bodies still under the debris. Hundreds of people have volunteered for rescue work, but progress is slow and it will be some time before the casualties are known.

The first explosion occurred in a car of powder and was followed a few moments later by a larger and heavier one, when the flames ignited the large magazine. The concussion of the second explosion was so great that telephone, telegraph and trolley wires were blown down, interrupting all communication with the scene of the catastrophe. The bodies recovered were burned almost beyond recognition.

For a mile around Fairchance buildings were blown over, and at Uniontown, Pennsylvania, seven miles from the explosion, hundreds of windows were broken. A large skylight in the courthouse at Uniontown was smashed and there was a panic among the occupants to escape from the building. Damage was done at Connellsville, Mount Pleasant and Scottsdale and in hundreds of homes the dishes fell from the cupboards and pictures were thrown from the wall.

Scores of people in the town of Fairchance have painful injuries. Not a vestige of the buildings that made up the big powder works remains standing. The debris is now on fire and two cars of dynamite that cannot be removed from the vicinity of the ruins are momentarily expected to go up. Thousands of people rushed to the scene of the explosion within half an hour after it had happened. Uniontown sent hundreds of men and the country turned out en masse. Now they are returning panic stricken, fearful of another explosion from the dynamite cars that may add further terror and swell the death list to greater proportions.



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S. H. BOOTH, PRES. P.C.T.A.

Officers of the American Association of Traveling Passenger Agents, Which Will Meet in Portland This Week.

ENVOYS BID ADIEU TO PRESIDENT

Peace Plenipotentiaries of Russia and Japan Make Farewell Calls on Roosevelt.

JAPS TAKE LUNCHEON RUSSIANS ARE DINED

Mission of Delegates to Portsmouth Is Formally Ended--Komura and Takahira Arrive First and Are Followed by Witte and Rosen.

(Special Dispatch by Leased Wire to The Journal)

New York, Sept. 9.--The peace plenipotentiaries of Russia and Japan today visited Oyster Bay, bidding farewell to President Roosevelt, the instrument of their peace, and officially closing their mission to this country. Baron Komura and Minister Takahira lunched with the president and after their departure the Russians came and dined. The Japanese envoys came from New York aboard the Sylph, arriving at anchor at the J. West Roosevelt pier at 11:30, accompanied by Lieutenant Evans, the Sylph commander. They went ashore and were driven to Sagamore Hill. Aboard the Sylph the Japanese remained in the cabin, after which they were driven up the winding road and to the president's home, not a word passing between them.

It was a solemn ending of the great task they sought a few weeks before to perform and who can tell that they were not thinking of the reception that awaits them in the far-off land of Nippon. There was no one in readiness to greet the envoys as they mounted the steps of the summer White House and there was a long wait after Minister Takahira rang the doorbell. They were finally admitted to the library where Secretary Loeb awaited to escort them to the new room.

The president came down immediately and extending his hand to Komura and Takahira thanked him for the noble sacrifice his country had made in response to the call of humanity and civilization. At 1:30 luncheon was served the president and Mrs. Roosevelt and the two envoys. At 2 o'clock Baron Komura and Minister Takahira bade farewell to the president and set sail aboard the Sylph for New York, formally ending their mission of peace in America. Mr. Witte and Baron Rosen arrived at 4:30 p. m. in a special car, attached to the regular train, and were driven to Sagamore Hill.

A FIGHT FOR LIFE A MILE IN AIR

Gripping a Huge Rent in His Balloon, Aeronaut Swings Above a Thousand People.

KEEPS APERTURE CLOSED WITH HANDS IN DESCENT

George Hamilton's Thrilling Escape After an Ascension at Clifton Park, Near Paterson, New Jersey, Yesterday.

(Special Dispatch by Leased Wire to The Journal)

New York, Sept. 9.--Gripping a huge rent in the silken fabric of his airship to prevent the total escape of gas, Professor George Hamilton swung a mile and a half above the heads of 1,000 persons gathered this afternoon at the Clifton race track near Paterson, New Jersey. Through the long descent he clutched the edges of the ghastly rent while the silk ripped under his hand. Probably no more thrilling escape from death ever occurred.

Few of those on the ground who had been watching the automobile and motor-cycle races realized the seriousness of the aeronaut's plight. They saw the airship shoot higher and higher into the air and applauded the exhibition. The ascent was made at 5 o'clock this afternoon. The car, which is of the same type as that in which Knabenshue recently flew over New York, is fitted with propeller and rudder and lifted by a long cigar-shaped balloon. It rose swiftly until 3,900 feet in the air and made two graceful circles around the park. The propeller ceased to revolve and Professor Hamilton discovered that his machinery had jammed. The motor was cracking away dangerously, but the shaft hung motionless, and in a moment the daring aeronaut realized that he was facing a crisis. For several minutes Hamilton worked away with the motor and then suddenly realized that the car had kept ascending quickly while he was busy with the motor and was now at least 2,000 feet above the ground. Hamilton knew that he would have to descend at once. He gave the valve rope a jerk, but it fell from the escape valve and dropped through the air. The big cigar-shaped balloon continued to shoot upward by darts and bounds and Hamilton took the only chance open to him. He sprang into the network

HAPPY DAYS FOR GRAND JURY TO AGAIN CONSIDER CHARGES OF BRIBERY

Land Fraud Jurors Probe into Alleged Effort to Influence Certain Members While on Van Gesner Case Recently.

FREEDOM OF FAIR AND CITY TO BE GIVEN THEM

They Will Also Dip Into the Mad Pacific, Climb to the Heights of Our Snowy Summits and Cruise Through Placid Sound.

(Special Dispatch by Leased Wire to The Journal)

"Our mission is to pilot you through the old Oregon country, point out to you historic spots and places of interest, and show you that we live in what is truly a part of the Garden of Eden." Mr. J. Roche writes in a greeting to the American Association of Traveling Passenger Agents, for whose annual convention in Portland this week he has compiled a souvenir program and itinerary. Next Wednesday they will arrive--the railroad men of America whose work is to go into the missionary field, as it were, and educate the people to travel, and to learn about their own land. The traveling passenger agents of America, it is said, deserve to rank among the most intelligent and progressive business men of the country. They are essential to the railroads, and are a blessing--if often in disguise--to the public. They are banded in an organization national in its scope, and including many of the brightest minds in the railroad world, and next week they will hold their thirty-third annual convention--lasting four days--in Portland. A reception committee of Portland passenger agents left last night in a special car over the O. R. & N. and the Northern Pacific for Butte, to meet the special train that will bring the larger part of the delegates. The committee included the following: H. M. Macgregor, Union Pacific; J. McElroy, M. E. & T.; F. W. Valentine, C. P. R.; of San Francisco; W. C. McBride, D. & R. G.; W. A. Cox, C. & N. W.; B. H. Trumbull, I. C.; J. W. Casey, C. M. & St. P.; Tom Richardson, manager Commercial club; M. J. Roche, D. & R. G.; George S. Taylor, Wisconsin Central; E. L. Spill, Southern Pacific; of Portland; W. T. Olin, C. G. W.; J. R. Nagel, O. R. & N., Seattle, and H. S. Collins, C. M. P. & O., Spokane. The special train of the association over the Northern Pacific will reach

GOOD FELLOWS

Elaborate Program Arranged for Entertainment of Passenger Agents.

LAND FRAUD JURORS PROBE INTO ALLEGED EFFORT TO INFLUENCE CERTAIN MEMBERS WHILE ON VAN GESNER CASE RECENTLY.

Close on the heels of the indictment of Sheriff Smith of Crook county and Dr. Van Gesner, on the charge of tampering with government witnesses in the pending land fraud prosecution, comes the news that the federal grand jury is investigating an alleged effort to influence certain members of the panel from which the trial jury in that case was drawn.

Oscar Cavender of Silverton and J. W. Korb of Scotts Mills were members of the panel drawn in the United States court on August 21, and from that panel the trial jury was subsequently chosen which is now hearing the evidence against Congressman J. N. Williamson and his confederates. It is said that both Cavender and Korb were approached by some person in the interest of these defendants and that the object was to obtain some assurance that in case either of the talesman was drawn on the jury he would vote for acquittal. Details of the charge cannot be obtained, as the proceedings of the grand jury are jealously guarded from publicity and the district attorney absolutely refuses to give any information on the subject. It is known, however, that the grand jury was engaged yesterday afternoon in probing into this latest charge of attempts to improperly influence the result of the pending trial. Important evidence was given in the Williamson trial yesterday afternoon. Seven Beards, one of the entrymen who took up timber claims at the instance of Biggs and Gesner, was recalled to the witness stand by District Attorney Heney and asked whether he had told the whole conversation that took place in June, 1902, at the Williamson-Gesner sheep ranch, when Gesner proposed to Beards and others that they take up claims.

"No, not all of it," replied Beard. "The rest of the conversation, then," said Heney, while Judge Bennett launched a series of ineffectual protests. "Well, Gesner told us that he would furnish the money to prove up the claims and when we got title he would pay us the balance," said the witness. "What else?" demanded Heney, inexorably. "He asked us if that would be satisfactory to us, and we said yes." Judge Bennett had repeatedly interrupted the witness with objections, but the court refused to entertain them. The significance of the testimony lay in the fact that it seemed to establish the con-

JOHN MINTO FIRES AT BOLD BURGLARS

At 1 o'clock this morning an attempt was made to rob the residence of Postmaster John Minto, 713 Overton street. Minto heard some one stumble over a chair in his bedroom. As he sat up in bed a gruff voice said: "Keep still or I'll shoot." Mr. Minto snatched a revolver from beneath his pillow and fired four shots. "The intruder fled."

GRAND WARRIOR LIVES

(Special Dispatch by Leased Wire to The Journal) Washington, Sept. 9.--Graft pervaded the letting of contracts for armor for Russian battleships, according to reports received here. It is said that Rojestvensky's fleet was protected by worthless armor.

ROBERT HANCOCK IS TO SUCCEED

(Special Dispatch by Leased Wire to The Journal) Washington, Sept. 9.--The report that Robert Hancock is to succeed Secretary of the treasury is being widely discussed here.

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