

PORTLAND PUMPERN RACE

German Gas Bag Makes Eight Hundred and Fifty Miles and Is Believed to Be Victor in International Contest Out of St. Louis.

(United Press Leased Wire.)
Asbury Park, Oct. 23.—The German balloon Pommern landed on the shore near here this morning. It traveled 850 miles and probably wins the race.

The Pommern was the first balloon to start from St. Louis and was in charge of Oscar Erbsloh and H. H. Clayton.

Dover, Del., Oct. 23.—A balloon believed to be the Isle de France landed in the middle of the night. It traveled 850 miles and probably wins the race.

Richmond, Va., Oct. 23.—The French balloon Anjou is now believed to be over Chesapeake bay. It passed 300 miles from Richmond this morning, going northeast.

New York, Oct. 23.—A message was received this morning from Pilot Hawley of the balloon St. Louis saying that the St. Louis had landed at Westchester, Maryland, at 6:40 this morning, about 100 miles from New York.

The St. Louis traveled nearly 700 miles without a mishap and exceeded the record in the European contest last year by 300 miles.

New York, Oct. 23.—Having sailed 800 miles, an unidentified balloon is traveling in a northeasterly direction over the ocean near Long Branch in a few hours. It is far in the lead of all contestants, except a balloon carrying the French flag, which is over Delaware.

The leading balloon is in a wind blowing from the northeast and can pass over the open ocean and to New England.

Chicago, Oct. 23.—Balloons were seen between midnight and 2 o'clock this morning at the following places: Philadelphia, Wheeling, West Virginia (4); Camden, New Jersey (2); Wilmington, Delaware (1); Westminster, Maryland (1); Camden, New Jersey (1); Elkhart, Indiana (1). It is believed that the total number of balloons sailing this morning was six.

Leesburg, Ohio, Oct. 23.—The balloon Lotus II, manned by Claude Baxson and Griffith Brewer, descended in the southwest corner of Fayette county at 5:10 yesterday afternoon. Baxson was slightly injured. The occupants slept in a farmhouse last night.

Detroit, Mich., Oct. 23.—An unidentified balloon landed this morning 15 miles north of Mount Clemens.

FIREMAN INJURED
(Continued from Page One.)

ing to assist in fighting the fire or rushing to the rescue of the crew, who for several minutes were seen in the flames. The fire was extinguished by the time which laid almost at right angles with the dock at that time. But for Captain Amos, the crew would have perished in the flames. The launch Eya all of the 15 or 20 men huddled together near the wheelhouse would have perished in the flames. The launch Eya all of the 15 or 20 men huddled together near the wheelhouse would have perished in the flames.

The explosion occurred at 4:45 o'clock while several of the crew were in the launch Eya. The launch Eya all of the 15 or 20 men huddled together near the wheelhouse would have perished in the flames.

Johnson's Story.
"I had been sleeping on the main deck," said Johnson, "and when the fire broke out, I saw the flames. I rushed to the pilot and sounded the alarm. I saw the flames. I rushed to the pilot and sounded the alarm. I saw the flames. I rushed to the pilot and sounded the alarm."

All Run Down
Wanting in vitality, vigor, vim,—that is a condition that no one can safely neglect, for it is the most common predisposing cause of disease. The blood is at fault; it needs purifying or enriching and the best medicine to take is

Hood's Sarsaparilla
the great alterative and tonic—builds up the whole system.

trip which ended with the arrival of the steamer at 4 o'clock. The cargo of wheat brought down from the upper river had been discharged, and she had taken on about 250 tons of general freight for points on the upper river.

J. N. TEAL A NEW BOAT.
Built Expressly for the Upper Columbia River Run.

The J. N. Teal was one of the finest sternwheel river boats plying out of this harbor for her size, and she was practically new, having been launched from the ways of Joseph Shipley's boatyard in the early part of this year. She was given her name by the collector of customs in March, and her measurements, according to the custom-house records, are: length, 160 feet; beam, 34.4 feet; and depth of hold, 8.4 feet. Her tonnage is placed at 113 gross and 459 net.

She was valued at \$10,000 with \$27,000 insurance, and was built expressly for the upper Columbia river run and proved so successful that despite severe weather and extreme stages of water at times, she never missed a trip, making three round trips a week.

Superintendent Fred Snipes of the Open River Transportation company stated this afternoon that a boat will be secured at once to take the Teal's place, while repairs are being made, and the steamer Heiler will continue hauling wheat from points on the upper river as arrangements have already been made to store the grain at Big Eddy under cover until it can be hauled to Portland. Thus the service will hardly be interrupted by the disaster.

The company's office on the wharf was slightly damaged by fire and flooded by water. The office of the Oak street dock, which is located on the lower deck of the dock, was also flooded and a large number of records and documents destroyed.

SAVES THE DOCKS.
Steamer Breakwater's Pumps Are Put to Good Use.

The steamer Breakwater, which arrived from Coos Bay at 4 o'clock last night and berthed at the Oak street dock ahead of the Teal, was afire for a while and would have been destroyed too but for the efficiency of her officers and crew in coping with the flames.

No sooner had the alarm been given than Captain Magnus of the Breakwater ordered Chief Officer Owens to man the two after fire hydrants and in a few minutes the pumps were in operation. Engineer MacClay had the pumps set to full force. Two large streams were played on the dock until the flames had been extinguished. Captain Magnus had his vessel hauled 10 feet forward. Men on the dock and on the steamer Modoc at the Ash street wharf yelled to Captain Magnus to cut his line and pull away from the dock for his own safety, but he refused and instead dropped his anchor and put the Breakwater in the water.

The Breakwater was badly scorched but in an iron vessel a coat of paint will repair the damage.

SAVES FELLOWS' LIVES.
Deckhand Knowles Proves Coolness in Emergency.

The Teal carried a crew of 24 men all told, there being a watchman, 13 deckhands, two Chinese cooks and officers as follows: Captain A. J. Greer, Pilot Z. Woods, Mate A. C. Geer, Chief Engineer C. D. Kellogg, Second Engineer James Cummings, Fireman Jack Hasler and Thomas J. Hunter. The crew of the Hunter and Purser R. A. Miller. All of these excepting Captain Greer were on board when the explosion occurred. Second Engineer Cummings being in charge of the engine room.

Deckhands Edward Pamperin, H. D. Haggard, and Paul Hoey escaped by way of the gangplank through a sheet of flames, as did also Watchman Harry C. Tomlinson. The two Chinese cooks and the watchman were slightly injured but the other men escaped without burns. All of them lost all their personal effects.

Deckhand Knowles proved himself cool headed and ready to act and but for his raising alarm the disaster might have claimed more lives. The moment he saw the blaze and heard the explosion Knowles made for the sleeping quarters of the crew and yelled at the top of his voice for the crew to seek safety. He himself narrowly escaped being hemmed in.

Edward Pamperin, a mere lad, who has been employed on the boat for some weeks, also proved himself of great assistance, for seeing his shipmates driven to the stern in the boat by the leaping flames, he rushed around the back of the foot of Oak street and gave the alarm. The launch Eya cut loose and by the aid of a pike pole shoved away far enough to throw a line to the group of men on the Teal. They quickly hauled the Eya alongside and trapped aboard, after which Captain Amos got his engines started and made for shore.

At that time the steamer was lying almost at right angles to the dock but the incoming tide swung her alongside the dock. The dock was picked off by the Eya. George Collins, S. N. Hoyle, John Cornish and H. Shaver, deckhands; a number of the crew officers and the two Chinese cooks.

Captain Amos says he heard Mrs. Jackson scream for help but he could not hear her. He only heard Deckhand Collins shout "Bill" once or twice and tried to send one of the other men after him, but they found it would have been suicidal to attempt to grope for him in the dense smoke.

That he made a hard struggle for his life was indicated by the position of the body when found after the ruins had been partly cleared away. His hands were stretched out, palms down, as if he had attempted to crawl beneath the bank of smoke as it rolled above the deck from stem to stern.

FIREBOAT WAS USELESS.
Only One Boiler in Commission and Oil Burner Stuck.

Only one boiler of the fireboat could be used this morning because the engineers were engaged in changing the coal burners to oil burners. The fire was seen from the tower of the fireboat-house before the alarm was turned in and the fireboat was on the scene within three minutes, according to the men on the fireboat, but the new oil burner in the furnace refused to start and they were helpless. There was no steam in the boilers with which to operate the pumps when the boat came alongside the J. N. Teal.

In answer to the charges of inefficiency that have been heaped upon the fireboat as the result of its feeble efforts in trying to save the steamer J. N. Teal from destruction by fire early this morning, H. Johnson, fireman, who was on watch in the tower at the fireboat-house when the fire broke out, makes the following statement:

"We went over there and did all we could, but the new oil burner in the furnace kept going out. I saw the fire from the tower and the boat was under way before the fire broke out. As evidence that the engine from the house was the first to get into position, although it had to get to the river, although No. 1 is but three blocks away, and No. 2 is but three blocks away, and No. 3 is but three blocks away, and No. 4 is but three blocks away, and No. 5 is but three blocks away, and No. 6 is but three blocks away, and No. 7 is but three blocks away, and No. 8 is but three blocks away, and No. 9 is but three blocks away, and No. 10 is but three blocks away, and No. 11 is but three blocks away, and No. 12 is but three blocks away, and No. 13 is but three blocks away, and No. 14 is but three blocks away, and No. 15 is but three blocks away, and No. 16 is but three blocks away, and No. 17 is but three blocks away, and No. 18 is but three blocks away, and No. 19 is but three blocks away, and No. 20 is but three blocks away, and No. 21 is but three blocks away, and No. 22 is but three blocks away, and No. 23 is but three blocks away, and No. 24 is but three blocks away, 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