

# TWENTY FIREMAN AND POLICE KILLED BY FALLING WALL IN PHILADELPHIA FIRE

Philadelphia, Dec. 22.—After an all-night search of the ruins of the leather factory of D. Friedlander at 1114-1120 Bodine street, destroyed by fire last night, it is thought the number of firemen and policemen killed by the falling walls is under twenty.

There is great difficulty in ascertaining the number of killed and injured because the ambulances and police patrol wagons scattered the injured among many hospitals, but it is believed the number of deaths will reach twenty. The work of digging in the ruins is slow, owing to extreme cold weather, the wet debris being frozen into almost a solid mass.

It is one of the coldest mornings of the season, and the rescuers are suffering keenly. The number of firemen and policemen injured will total nearly fifty, of whom several will die. Collapsing walls caused most of the deaths and injuries.

The blaze was first discovered about 10 o'clock, and in less than half an hour the interior of the building was a furnace. Unable to fight the flames from the roof of the doomed structure, the firemen climbed to the roofs of three small dwellings adjoining. It was here that the accident occurred.

Later—Fifteen are known to be dead, fourteen firemen and one policeman, and more than fifty injured, of whom 25 are still in the hospitals.

## Secretary of Navy's Official Map Showing Guantanamo and Defense of Panama.



The secretary of the navy, George von L. Meyer, has prepared an official map showing the importance, in his opinion, of establishing a naval station at Guantanamo. The defense of the Panama canal is a subject of the greatest importance to the present administration, and President Taft has declared the public must be awakened to the fact that a canal without proper fortification and naval bases will be no canal at all. The map as prepared by the secretary of the navy has been submitted to congress, and that body is due to spend many hours trying to find better locations for naval bases.

# P. E. & E. RESUMES SENATOR BOURN ACTIVITY IN CAPITAL CITY WORKING FOR SIUSLAW

The work of extending the car tracks of the Portland, Eugene & Eastern, from the present terminus at the corner of Commercial and Center streets, around Front street and up Ferry to the Marion hotel in Salem, will be pushed within a week or ten days says the Statesman today. The company has had a paved track laid on Ferry street for some time, expecting to connect this stretch of track over Front street with the Center street line, long before now. It was necessary, however, before any track could be built on Front street to come to some terms with the Southern Pacific company owning tracks and holding a franchise on this street. This matter was definitely settled several days ago when the Portland, Eugene & Eastern bought outright the track of the Southern Pacific company.

The Southern Pacific company's franchise will expire shortly, leaving the Portland, Eugene & Eastern sole holders of a franchise on this important street. In making this loop considerable work will have to be done. A crossing at the corner of Commercial and Center streets will have to be installed. Also a crossing at Commercial and Ferry streets. Both of these crossings intercept the tracks of the Portland Railway, Light & Power co. A track of one block in length must be built from the intersection of Commercial and Center streets to Front street, there connecting with the recently purchased Southern Pacific track. A connection curve at the corner of Front and Ferry streets will complete the entire loop, giving through service from the Marion hotel to the state fair grounds. An additional car will be placed on the line as soon as the Front street loop is opened to traffic. The company has built a temporary car barn and repair shop on North Summer street.

**Contracts New Power.**  
Another matter in connection with this activity on the part of the Portland, Eugene & Eastern is the installation of a power plant in West Salem. Heretofore power has been had from the Spaulding Logging Company's local mill. The right to cross the steel bridge with a feed wire and a pole line to the source of power has already commenced. Material for this work is arriving and a number of men are at work with the preliminary arrangements of setting poles, stringing wires, etc., so that when the big dynamo is changed to the West Salem power station, the car service will be stopped the shortest time possible.

**More Railroad Rumors.**  
To speculators in the railroad situation, the sudden activity of the Portland, Eugene & Eastern, which controls the streets leading to the steel bridge at the same time it is announced that the Hill interests have taken over the Salem, Falls City & Western steam road on the west side gives rise to the conjecture that perhaps the Falls City & Western has been bought by the Portland, Eugene & Eastern. The installation of a large power plant in West Salem also suggests the possible change from steam to electric power for this road. Rumors have been plenty in Polk county for some time past that the Falls City and Dallas road was to be electrified. The presence of the new power station seems to confirm these rumors, so far as outward appearance is concerned.

**New Bridge in Prospect.**  
If these conjectures and rumors have any foundation in fact it means the construction of a new railroad bridge across the river, directly connecting the Capital City with the Polk county and Black Rock lumber industries. It is known that the power station will be equipped with sufficient energy to operate both the

In the senate of the United States, December 12, 1910, Mr. Bourne introduced the following joint resolution, which was read twice and referred to the committee on commerce. Later on, December 16, the resolution was passed by the senate under suspension of the rules, and was sent to the house December 17. Joint resolution amending the act of June 25th, 1910, making appropriation for the improvement of the Siuslaw river, Oregon. Resolved by the Senate and House of Representatives of the United States of America in congress assembled: That the provision of the river and harbor act approved June 25th, 1910, making appropriation for improving Siuslaw river, Oregon, be amended so as to read as follows:

"Improving Siuslaw river, Oregon, at the mouth, in accordance with the project set forth in the report submitted in House Document No. 648, sixty-first congress, second session, \$50,000; provided, that the secretary of war may enter into a contract or contracts for such material and work as may be necessary to complete said project, and to maintain the same for one year during construction, to be paid for as appropriations may from time to time be made by law; not to exceed in the aggregate \$165,500, exclusive of the amount herein appropriated; provided further, that before beginning said work or making said contract or contracts the secretary of war shall be satisfied, by deposit or otherwise, that the port of Siuslaw or other agency shall provide for the accomplishment of said project the additional sum of \$215,500, which said sum shall be expended by the secretary of war in the prosecution of said work and for its maintenance in the same manner and in equal amount as the sum herein appropriated and authorized to be appropriated from the treasury of the United States; and provided further, that the port of Siuslaw may proceed with the construction of the south jetty in pursuance of the contract with Robert Wakefield, entered into December 24, 1909, to the full extent of said contract, and the amount to be furnished by the said port of Siuslaw, or other agency, as aforesaid, may be reduced by such amount, not exceeding \$100,000, as may be expended under said contract, provided all the work so done shall be in accordance with the project herein adopted, and satisfactory to the secretary of war."

local Portland, Eugene & Eastern and the Falls City roads, separately or combined. Cheap fuel from the Black Rock mills is also an item of consideration importance. Salem has long looked for and wished the direct connection by a railroad bridge with this west side road and the commercial advantages bound to follow. At present the west side steam road is hauling in passenger traffic alone more than 5000 people every month. Add to this the great lumber industry attached to the road's traffic and one sees the immense importance of these reported changes in ownership to the people of this city. The present movements of the local system of the interurban lines of the Portland, Eugene & Eastern will be watched with considerable interest.

Some one entered the study of Rev. H. N. Mount, in the Central Presbyterian church building, last night and stole a collection of old coins and a small sum of money in the Sunday school birthday box. The door was left unlocked and entrance to the building was affected that way. Mr. Mount's collection of coins was valued quite highly, although their intrinsic value is not great. There is no clue to the thief.

# JURY GIVES MANERUD VERDICT FOR ONLY \$6,525.90, WHICH MEANS CITY'S VICTORY

The verdict of the jury in the case of Sam Manerud and Edward Quinn against the city of Eugene, awarding the plaintiffs the sum of \$6525.90, is considered a victory for the city, inasmuch as that sum is practically what the city claimed it owed the plaintiffs for work done by them on the municipal power ditch at Waterville. The plaintiffs sued for \$46,273.86.

After having been out nearly 24 hours, the jury this forenoon a few minutes before 11 o'clock announced that they had arrived at a conclusion, and when they had entered the courtroom the foreman handed the bailiff the following verdict which was read by Judge Harris:

"We, the jury in the above entitled action, find in favor of the plaintiffs and against the defendant upon all the issues, and assess their damages at the sum of \$6525.90." Judge Harris granted each side 60 days in which to file a motion for a new trial, but it is not learned whether any such motion will be made. Attorneys for the city have expressed themselves as satisfied with the verdict, and it is a new trial

is asked for, Manerud & Quinn will be the applicants.

### 16 Questions Answered

A special verdict, in answer to the sixteen questions submitted to the jury, was also rendered, the questions and answers being as follows:

1. Did the Millican right-of-way question form any consideration in the contract? (To be answered yes or no). Yes.
2. Were the plaintiffs delayed by fault of the defendants? (Yes or no). Yes.
3. If you answer yes to this last, how much were plaintiffs delayed? (This must be answered in the actual time). Three months.
4. Was work rendered impossible by the heavy floods or rains? (Answer yes or no). No.
5. If so, how long? No answer.
6. If the plaintiff was delayed by fault of the defendant, or the floods or rains, what would have been a reasonable time to allow for this? About four months.
7. Did the mayor tell the plaintiff that he was permitted to stop work? (Yes or no). No.
8. Did any of the fire and water committee tell the plaintiff that he was permitted to stop work at any time? (Yes or no). Yes.
9. How much material was excavated by the plaintiff up to April 18, 1910? (This answer must be in the cubic yards and classified under the three heads: Earth, cemented gravel and solid rock). Plaintiff excavated 97,900 cubic yards of material and said material consisted of 97,300 cubic yards of earth and 600 cubic yards of solid rock.
10. How much over-haul should be allowed? \$1080.
11. How much remained after April 18, 1910, to be excavated? 94,726.1 cubic yards remained to be excavated after April 18, 1910, and said remaining material consisted of 95,726.1 cubic yards of said material, no cement gravel and no solid rock.
12. How much over-haul would be necessary in removing the remaining material? No answer.
13. How much profit would there be for the plaintiff if he had removed the amount remaining? None.
14. How much excess of cost of removing the remainder of material is due the city as a result of the condition in which the ditch was left? No answer.
15. Did plaintiff abandon the contract? No.
16. Did plaintiff intend to leave the work uncompleted? No.

## GAS COMPANY WANTS TO EMPLOY AMERICANS BUT HARD TO GET

Manager Spencer Says Only a Few Men Will Stay With the Job Very Long

The committee from the Merchants' Protective Association who went to the Oregon Power Company, asking that American laborers be employed, were told today that the company is ready at all times to employ Americans upon the gas ditches in preference to the Greeks, and the matter, it is now believed, is now satisfactorily understood. The gas company states that the work of digging the ditches in this weather is very disagreeable and it has been unable to secure Americans who would stay with the job. M. D. Spencer, local manager of the Oregon Power Company, in an interview today said: "The company has been endeavoring to secure American labor since construction work began. We found that where Americans were employed they would not stay more than a week or two. This was a constant source of annoyance in many ways. In the early part of the fall the Greeks applied to us—the application was unsolicited on our part for this work, and they proved to be the only class of men who would stay with it."

"At the present time the company employs about 110 men, half of whom are Greeks working at \$2.25 on ditch digging. The company is only too glad to employ any Eugene

laborer who will work steadily. Up to the present time the company has been able to secure not more than a dozen of this class of Americans in Eugene. The balance of the gas crew are Americans, doing pipe-fitting, caulking and the like, at a wage of \$2.75 and \$3.00 a day. We are making an effort to patronize Eugene people as much as possible, and our hardware bills at the local stores run over \$200 a month."

## OREGON TEACHERS WILL ENTER INTO POLITICAL ARENA

Convention Decides to Appoint Legislative Committee to Obtain Changes

Portland, Dec. 23.—Declaring their intention of throwing off the cloak of modesty which has in the past prevented school teachers of Oregon from becoming factors in political movements, the western division of the Oregon State Teachers' association this morning adopted resolutions calling for the appointment of a legislative committee of five. Among the important legislation committed to the care of the committee is a proposed bill to regulate the salaries of county superintendents of schools in accordance with the services rendered in various counties. It is proposed by lodge power in the county to adjust the salary of that officer accordance with conditions and the ability required to discharge the duties. It is urged that the superintendent

## ELIAS KEENEY, OLD PIONEER, IS DEAD

Portland, Dec. 21.—Oregon lost one of the oldest citizens and most highly respected citizens in the death of Elias Keeney, who died at 11 o'clock yesterday morning at Good Samaritan Hospital after a prolonged illness. Funeral services will be conducted at Brownsville, Thursday morning. Brownsville was Mr. Keeney's home for 60 years. Mr. Keeney lived in Eugene at one time. He is the father of Dr. Homer I. Keeney, of Portland, a well-known graduate of the U. of O.

## NEW CITY COUNCIL MEETS FIRST TIME

Springfield, Dec. 21.—The city council met Monday night at its first session under the new regime. At this meeting the two new members took their places. These were Welby Stevens and Mr. Mathews. At this same meeting E. E. Morrison and John Mullin were inducted into the offices of the city treasurer and recorder respectively. No other business was taken up at this meeting and after discussing municipal affairs the body adjourned.

# CHICAGO FIRE MARSHAL DIES WITH TWENTY-EIGHT MEN IN STOCK YARDS BLAZE

which the firemen were unable to dig for several hours. The injured number more than fifty, according to the latest report, and seven bodies have been recovered. At 1 p. m. the fire had been hedged in and the spread checked, but efforts to save any of the buildings originally attacked by the flames were in vain. These include two warehouses full of dressed meat, hemp, etc., tallow house and several other structures.

Chicago, Dec. 22.—Fire Marshal James Horan and twenty-eight of his firemen were killed today in a fire which caused \$1,250,000 damage to the warehouses and stock of Morris & Co., packers, and for hours threatened the whole stock yards district.

A wall fell, crushing an overhanging wooden canopy on the beef house of Morris & Co., where the fire started. Beneath the canopy were two companies of firemen and the chief. These men were crushed to death, and the debris made a furnace into

The blaze was discovered about four o'clock. An ammonia pipe bursting started the combustion that spread so quickly that the watchman barely had turned in an alarm before the flames were bursting out of the building. Fire Marshal Horan found his assistants and was endeavoring to head off the rush of fire toward the other buildings. Flames were coming from several structures near by. An awning which later became the destroyer of a score of lives seemed to offer shelter from the flames. Under this the crews fled to escape the terrific heat. On top of the canopy another group of firemen played streams of water into the heart of the fire. Suddenly Lieutenant Mackey, leader of the fire fighters on top of the canopy, felt the

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# DESPICABLE ACTS OF DISGRUNTLED H. S. STUDENTS TWENTY-SIX DEAD IN STOCK YARDS HOLOCAUST

Probably as revenge for not being granted a two-weeks' Christmas vacation instead of one, hoodlums broke into the High school building last night and committed depredations of a serious nature. Carbon disulphide, with an odor similar to that of rotten eggs, had been placed in the ventilating fan, and the fumes were driven to all parts of the building. Limburger cheese was distributed about the rooms, smeared upon the desks of certain teachers, and molasses balls and red pepper were placed throughout the rooms. Text books were taken from the students' desks in the assembly room and piled in a heap upon the rostrum. The clock was set back or stopped for a time, and the bell that summons the classes was torn loose and the wires cut. Chalk was thrown about the floors and other petty acts of this nature committed.

As a result of this despicable work, classes were badly broken up this morning, several girls were made sick and obliged to leave because of the odor, and disorder prevailed during the day. That the acts were committed by students is more than probable, and an effort is being made to locate the guilty ones. It is understood that the names of the students have already been secured, since four High school boys were seen to buy the foul-smelling chemical at a drug store yesterday.

The fact that the school board refused to grant a vacation this week is held to be the cause of the affair. A petition asking for a holiday and signed by all the students and many of the teachers was refused by the board yesterday and this caused an ill feeling among the students.

Disorder was characteristic at the building during the morning. It required a large part of the first hour to repair the damage done by the miscreants. Many of the students were unable to recover all of their books, and it was impossible to drive the foul odor from the building. Half covered by the seriousness of the depredation, yet partly encouraged by the example of the miscreants, the other students were inclined to make trouble, and throughout the day various kinds of mischief broke out. The absence from the city of Principal Hug and Superintendent Stockton made efforts of the teachers to secure order difficult.

It is quite probable that action of a serious nature will be taken against the pupils who committed the acts. One member of the school board said this morning in regard to the situation: "For my part, I believe that the boys should be arrested for burglary and sent over the road for it. Such a thing as that cannot be tolerated."

### Four Students Under Suspicion

The climax of the affair at the High school was reached late this afternoon, after a second quantity of sulphur had been dropped in the heat register during the noon hour. O. J. Hull and W. F. Yoran, members of the city school board, appeared before the students in the assembly room and announced that the students who had committed the depredations had been located from outside information, and ordered a boy named Miller, two Hammond brothers and one named Hendricks to take their books and go to the office. At the close of school, however, As-

Chicago, Dec. 23.—Two more bodies were recovered this morning from the ruins of the Morris buildings. This brings the total death roll, according to the police count, up to 26. Twenty bodies in all have so far been recovered, and it is believed others are still in the debris. Early today there will be formalized plans to raise a fund to aid the widows and orphans. Fifty thousand is already pledged for relief work. Among the dead are the following:

- Horan, James, fire chief.
- Burroughs, William J., second assistant fire chief.
- Collins, Patrick E., captain.
- Costello, Thomas, pig man.
- Crane, Nicholas, truckman.
- Danis, Edward J., lieutenant.
- Doyle, Nicholas, truckman.
- Dymaran, Andrew, fire watchman.
- Leon, Charles, clerk Chicago Junction railway.
- Moore, Charles, truckman.
- Morariarity, Albert, truckman.
- Mausknie, Edward, pigman.
- Schwenst, Edward, truckman.
- Weber, Wm. F., pigman.
- Enthof, George, pigman.
- Sturm, W. G., lieutenant.
- Two unidentified firemen.

Business men today planned to enlarge the relief fund so as to create a permanent endowment fund of \$250,000 to care for the widows and children of the dead firemen.

## TEACHERS SELECT OFFICERS FOR YEAR

- Officers of the western division of the Oregon State Teachers' association, elected at Portland yesterday are:
- President—H. D. Sheldon of Eugene.
- First vice president—C. A. Rice of Portland.
- Second vice president—J. H. Ackerman, retiring state superintendent of schools.
- Treasurer—E. F. Carlton of Salem.
- Secretary—L. A. Wiley of Montavilla.
- Member of executive committee, Fannie G. Porter of Portland.

Assistant Principal Moore announced to the students that the evidence against these four pupils was insufficient and probably not accurate, and that they had been reinstated. He declared that an investigating committee now had mentioned students, "half in and half out of school," whom the students understood to mean those who had been recently expelled. The assembly of students applauded when the four boys were exonerated. The sulphur placed in the register today was dropped down the pipes to the furnace before the classes began, while a large number of students were standing in the assembly room. Its fumes drove the students to the windows for a short time, but its odor was not as offensive as the cheese and chemical.