

DONS TRYING FOR MORE MONEY

Americans Asked to Receive a Counter Proposition to Their Ultimatum.

REQUEST WILL BE DECLINED

Demand Must Be Acceded to as Last Presented By Our Commissioners. Indications Now are that the Time Limit Set by the United States Will Be Exhausted by Spain.

PARIS, Nov. 25.—It is now known that Spain will exhaust her time limit, which expires Monday, before replying to the American offer regarding the Philippine islands. In the meantime the Spaniards are canvassing every field and exhausting every resource to put off the inevitable.

Now the Spaniards apparently doubt the fixedness of the amount the Americans offered for the Philippines, and today they sent a communication to the American commissioners asking if the latter would accept a counter proposition by Spain to cede the Philippines for \$100,000,000.

Spain imagines the Americans might be willing to lop off the great island of Mindanao from the Philippines and pay Spain \$50,000,000 for what would remain, instead of \$20,000,000 now offered for the entire archipelago.

Spain will learn in answer to such an inquiry that the Americans employ the word ultimatum to signify ultimate conditions. However strenuously Spain may seek to increase her money advantage for cession of the Philippines, she will finally be compelled to know that the United States' offer means \$20,000,000, no more and no less, and that the whole archipelago must pass into the hands of the United States for just that sum.

Spain, before giving up or turning away, will also propose some alternative bargain, perhaps the Carolinian Canary islands to be held in possession of the United States in addition to the Philippines, on condition that Spain be permitted to retain her sovereignty in the latter group. In other words, Spain would cede certain territory in the Carolines and the Canaries and control of the Philippines by the United States, but with nominal Spanish sovereignty, and as a further inducement propose that the United States shall pay to Spain no money on account of the Philippines.

Final Instructions to Rios.

MADRID, Nov. 25.—The Spanish ministers met in council today. They were occupied exclusively with consideration of the peace question. Eventually the ministry unanimously approved the instructions to Montero Rios, at Paris, drawn up by the foreign and colonial ministers, which will be telegraphed to Paris tonight.

Premier Sagasta was asked if Monday's session would see the close of the Paris conference and the signature of the treaty of peace. He replied: "Who knows? Maybe fresh incident will arise or further consultations or exchanges of view will be necessary."

Washington Confident.

WASHINGTON, Nov. 25.—This afternoon when the cabinet adjourned, nothing had been received from Paris indicating what would be the Spanish reply to the latest memorandum of the American commissioners. No one in high official circles, however, doubts that the Spaniards ultimately will sign the treaty, although it is in some quarters thought a demand will be made for an increase in the amount of the cash payment named by the American commissioners.

Cuba Would Be Free Awhile.

NEW YORK, Nov. 25.—A dispatch to the Herald from Havana says: Domingo N. Diaz Capote, late vice-president of the Cuban republic, and now president of the executive commission, has expressed his belief that the future of Cuba would inevitably be annexation to the United States. This he said was the natural outcome of recent events, but he denied that Cuban leaders have had aspirations. The independence which so long animated the Cuban people is to be temporarily satisfied.

They wish for a short period at least to see their own flag waving over "Free Cuba."

They recognize that annexation will come, and that shortly and by the unanimous voice of the Cuban people themselves, but they desire to see the cause for which they had fought crowned with the success it deserves.

CAROLINES AND PELEWS NEEDED

United States May Purchase More Islands From Spain.

NEW YORK, Nov. 25.—A dispatch to the Herald from Washington says: There is reason to believe that the administration would be willing to purchase from Spain not only the Philippines, but all of the Carolines and the Pelew group.

It is no longer a secret that during the war the naval war board and Commander E. B. Bradford, chief of the bureau of equipment of the navy department, strenuously urged upon Secretary Long the seizure of the Carolines. In fact, one of the monitors sent to Manila was selected by the board by this duty, but the president failed to approve the proposition.

Behind the proposition to buy Ulan lies the hope in some quarters that Spain will make a counter proposition for the cession of the entire group, and the Pelew islands for an increased compensation.

The occupation of Guam by this government was based upon the belief that it has a magnificent harbor, and would be an excellent stopping place between Honolulu and Manila. The American commissioners have now learned that the harbor is exposed to monsoons, that it is shallow, and that the island is subject to earthquakes.

In the Carolines most of the islands have excellent harbors, which are well sheltered. They are heavily wooded and supplied with fresh water, and earthquakes are unknown. In addition they would, if acquired by the United States, be the outposts of the Philippines.

The belief prevails here that the Germans will bring pressure to bear upon Spain to prevent her from selling the Carolines to the United States. Such action would undoubtedly be looked upon as a cause for a breach of friendship.

Blackleg in Grant County.

LONG CREEK, Nov. 24.—A disease much dreaded by cattle growers, known as blackleg, has made its appearance in this county. L. B. Conger, a prominent cattle raiser, while in Long Creek yesterday, stated that during the past ten days the disease had killed five of his calves. He said that, while the appearance of the disease need not necessarily cause a fear of an epidemic, it is contagious, and generally proves fatal, and every cattle owner should guard against its spread as much as possible.

Mr. Conger was asked to give his opinion regarding the outlook for stock in Grant county. He said: "As far as the cattle are concerned, the outlook is as good, in my opinion, as in former years. The snows of the past two weeks will lead in a general roundup of all outside stock, preparatory to feeding, but there is as yet no necessity for feeding the hay, which will no doubt be badly needed before spring opens up. As a rule, cattlemen have, owing to the late scarcity of grass, taken extraordinary precautions to lay in a good and sufficient amount of hay, and those who have neglected to do so will, as is generally the case, suffer some loss. Sheepmen are apt to suffer some loss, if reports are correct, but cattle are in far better condition than sheep, and unless the winter proves unusually severe, Grant county will market as many cattle next year as it did during the past season."

Fatality Near Grant's Pass.

GRANT'S PASS, Or., Nov. 25.—An unknown man apparently 25 years of age, who has been cutting wood for J. A. Poole near Wolf creek, was killed this morning by a log rolling over and crushing him beyond recognition. There was a horse near when the accident occurred, but from indications it seems as though a small limb caught in the clothes, carrying it along as the log made several revolutions down a steep grade. He claimed to hail from Mexico, but did not give his name.

To Cure a Cold in One Day.

Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. 25c.

WISCONSIN HAS KISSED THE WAVES

Great Battleship Launched at San Francisco.

AFFAIR WAS VERY SUCCESSFUL

Largest War Vessel Yet Built By the Union Iron Works—Description of the Monster.

SAN FRANCISCO, Nov. 26.—At 9:22 o'clock this morning, in the presence of a vast multitude, the battle-ship Wisconsin was successfully launched at the Union iron works. The Wisconsin is the largest of the vessels built for the United States government at this shipyard.

All morning long the street cars let down their loads of people at the shipyards, and all the available boats on the bay were pressed into service by people anxious to see the baptism of the great vessel. Thousands of people saw the plunge from different points of vantage, and the platform especially set aside for the guests of the Union iron works was crowded to its full capacity.

The Wisconsin delegation of "christeners," which journeyed all the way from the Badger state to witness the event, was given the place of honor upon the platform with the representatives of the state, the city and the great iron works responsible for the safe delivery of the craft to the government.

One shock was left to restrain the monster, and this was the support that little Miss Lucile Gage, daughter of the governor-elect of the state, had been assigned to remove by means of a guillotine and the inevitable electric button. At a signal given the little miss pressed the button, and the crash of breaking timbers announced to the thousands of anxious spectators that the vessel was about to leave the ways. Slowly the iron monster moved toward the bay, and all eyes turned to watch Miss Elizabeth Stephenson break the bottle of champagne upon the bow of the vessel. Just as the mass of iron and steel touched the water the fair christener raised the ribbon-bedecked bottle and let it split on the nose of the vessel.

The steamer gathered momentum as she proceeded toward the water, and after leaving the ways floated calmly along until brought to a stop in the basin where the work of completing her will go on.

When the vessel slid down the ways the warships in the harbor fired salutes and there was a terrific din from the steam whistles.

RAILROAD TALK IN KLICKITAT

Some Mysterious Movements That Cause Much Speculation.

GOLDENDALE, Wash., Nov. 26.—Chas. Theis, general manager of the International Transportation company, of Jennings, Mont., recently wrote a letter from Spokane to County Treasurer Chapman, making some pointed inquiries about the feasibility of opening up a route to the Columbia river by the completion of the Paul F. Mohr railway, extending it from Columbus, on the north bank of the river, to Crates point, a good landing just below The Dalles. Through the communication, the reader would be led to infer that Mr. Mohr has formed some kind of an alliance with Mr. Theis, or a new company has been formed that contemplates operating boats from Lewiston to Portland. Last week Mr. Mohr, with a stranger, was seen at Columbus carefully examining the three miles of track extending west from the old steamboat landing at Columbus. It is reported that he was careful to make a careful count of the rails while examining the roadbed. It is further reported that persons are attempting to acquire some valuable property at Columbus at a very low price. It is believed that they hold a title to a landing above that of Mr. Mohr, although to date no new deeds to property have been recorded.

HAD BOTH HIS LEGS BROKEN

Presiding Elder of the Eugene District Bably Injured.

EUGENE, Nov. 26.—Rev. T. B. Ford, presiding elder of the Eugene district of the M. E. church, and a trustee of Willamette university, was badly injured in a runaway accident last evening. Both legs were broken. His boys hitched up the family horse in the evening and drove out of town a short distance, when it was caught. The boys were afraid to drive home, and so unhitched the horse and led it. On arriving home Mr. Ford told them it was a bad policy to give up to the horse, and went back to the buggy and hitched up again, and got in and started home, but the horse soon became unmanageable and ran away. Mr. Ford was thrown out, suffering a compound fracture of both legs. The right leg was broken just above the ankle, and one large bone protruded through the flesh and down over the shoe. The left leg was broken about four inches below the knee, and the bones were splintered into a dozen or more pieces, and several of them protruded through the flesh. The attending surgeon says it is more than likely that the right leg will have to be amputated, but he has hopes of being able to save the other. Mr. Ford will be confined to his bed for at least three months.

MONTERO RIOS IN THE DARK

Spain Will Make a Conclusive Reply at the Joint Session Today—Today is the Last Day of Grace.

PARIS, Nov. 26.—The Spanish peace commission this evening does not know what will be the terms of the answer to the American tender of \$20,000,000 for a treaty cession of the Philippines. Senor Montero Rios will himself write Spain's final reply, presumably on the lines approved by the Madrid government, but as yet he has not formulated a sentence thereof.

Up to this evening the Madrid government had not instructed its commission here to reject the United States' offer. Some tentative instructions have been received from Madrid, but today Senor Montero Rios telegraphed to Madrid for a construction of them, or a clearer light thereon, and the commission is now awaiting a reply.

Spain will not ask for time beyond Monday. She will then meet the Americans and make a conclusive reply.

Speculations continue rife here as to the acceptance or refusal of the American terms, but a majority of those who are in any way able to judge believe that Spain will yield, and the American commissioners believe that a treaty will be signed.

Last Day of Grace.

WASHINGTON, Nov. 26.—Regarding the cabinet meeting held late last evening, it is said today that in an informal way an effort had been made to secure a modification of the terms of our ultimatum, and incidentally an extension of the time limit beyond next Monday. As to the character or extent of the concessions sought by the Spaniards, the officials here are very reticent, but whatever their character, the decision was reached at last night's meeting of the cabinet that they cannot be granted.

Scalded to Death.

STOCKTON, Cal., Nov. 28.—The most disastrous accident in the history of Stockton occurred this morning at 4:20, near Fourteen-Mile slough, when a part of the boiler of the river steamer T. C. Walker, which left San Francisco at 6 o'clock last night, was blown out, killing six and dangerously wounding eleven persons, while probably fifteen or twenty others were more or less badly hurt.

The T. C. Walker was owned by the California Navigation and Improvement Company, and ran between this city and San Francisco.

A BLIZZARD IN BOSTON HARBOR

Twenty-Nine Vessels Have Been Wrecked.

FURY OF STORM PREVENT RESCUE

Break of Dawn Revealed One or More Battered Hulks on Every Reef—Few of the Wrecked Vessels Have Been Identified.

BOSTON, Nov. 28.—Tugs returning to this city at noon, after making a tour of the harbor, report twenty-nine vessels of all sizes ashore or sunk in or near Boston harbor. Seven large schooners and two Baltimore canal barges are completely wrecked, and it is estimated that thirty lives have been lost. Only one body has been recovered. More than a dozen have been reported in the surf at Hull, and efforts are being made to recover them.

Daylight this morning revealed the awful havoc of the storm in Boston harbor. Not since 1852 have the elements caused such destruction of property and loss of life so near the city. Tugs sent out to explore the harbor found on every shoal and reef some ice covered vessels being dashed to pieces by the waves. The raging waters thus far prevent any attempt to recover the bodies seen floating among the debris, and it may be days before an accurate list of those lost can be obtained. The list of deaths as reported thus far is as follows:

From the schooner Calvin Baker, three unknown sailor drowned, one frozen in the rigging.

Schooner Abel C. Babcock, entire crew, supposed number nine, names unknown.

Schooner Samuel W. Tilton, all hands lost, supposed to number four.

From other wrecks in the harbor, thirteen men.

Disaster Near Gloucester.

GLoucester, Mass., Nov. 28.—Nine vessels were lost in a blizzard near this port, but nothing could be learned this morning as to the loss of the lives. It is believed the crews of nearly all the crafts escaped.

Captain and His Son Perished.

SALEM, Mass., Nov. 28.—Two members of the crew of the schooner Bertha A. Cross were rescued from House islands, off Manchester, today, nearly dead, having been without shelter or food for thirty hours. From them it was learned that the schooner was lost on the rocks Saturday, and Captain Wallace Thornton and his son, John, perished.

Traffic Demoralized.

NEW YORK, Nov. 28.—Points in eastern Long Island, which have been cut off from railroad communications with this city since last Saturday's storm, are still without a train service, and the present prospects are that the tracks will not be cleared until tomorrow.

YIELD TO AVOID HORRORS OF WAR

Cession of the Entire Philippine Archipelago and the Sulu Islands and the Sale of the Carolines is Agreed To—Conclusion of a Peace Treaty Now Near at Hand—European Powers Not Pleased.

PARIS, Nov. 28.—Spain has acceded to the demands of the United States, and agreed to cede the entire Philippine archipelago and the Sulu islands, and to sell the Caroline islands. This practically insures the conclusion of a treaty of peace between Spain and the United States in the near future.

PARIS, Nov. 28.—The two peace com-

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Safeguards the food against alum.

Alum baking powders are the greatest menaces to health of the present day.

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missions were in separate session all this morning. The joint commission met at 2 o'clock this afternoon, and the Spanish commissioners immediately announced their acceptance of the American demands. The Spanish acceptance was made verbally, and less than ten minutes were consumed in rendering it into the English for the Americans. The Spanish commissioners announced that they were authorized by their government to reply that the American propositions were inadmissible on legal principles, but that all diplomatic resources had been exhausted, and the Spanish commission was now asked to accept or reject the American proposition. Spain, inspired by patriotism and humanity and to avoid the horrors of war, resigns herself to the power of the victor. She accepts the offered conditions in order to conclude a treaty of peace. Throughout the controversy Spain had the strongest arguments, and as in positions so diametrically opposed, the American offer of \$20,000,000 was not a fair sum. Nevertheless, the reply continued, Spain desired to avoid any further effusion of blood and further disorder, and concluded to accept the American offer unconditionally and thus bow to the superior power of the victor. The secretaries were then ordered to prepare treaty articles, embodying the terms of the cession of Cuba, Porto Rico and the Philippines and payment by the United States of \$20,000,000, for submission to a meeting which will be held next Wednesday.

The American demands include the acquisition of the whole of the Philippine and Sulu groups for \$20,000,000, and it is also understood the United States will purchase the Caroline group. The question of the debt of Cuba is left unsettled. The next meeting will take place Wednesday.

There is no denying that the whole European continent will bitterly resent the American acquisition of the Philippines.

As to the general sentiment, W. T. Stead, who has just returned from a tour of France, Belgium, Germany, Russia, Austria, Turkey, and Italy, who has seen the highest politicians in each country, and in some cases their rulers, said today to a correspondent of the Associated Press:

"Outside of England I have not met a single non-American who is not opposed to the expansion of the United States; nor through my whole tour of Europe have I met a single European who did receive the protestations of genuine sincerity upon the war with more or less mock incredulity."

Stead reports that the bitterest hostility of all was found at the vatican.

Drowned at Tacoma.

ASTORIA, Nov. 28.—Word reached here this morning of the drowning at Tacoma of James P. Drennon, one of the best-known steamboat men on the Columbia. During the construction of the jetty he was chief engineer of the steamer George H. Mendell. He remained on her until she was laid up some months ago. He was born in New York in 1852, and came to the Pacific coast in 1874. He had been in the steamboat business on the coast ever since, being shipwrecked twice, once on the Japan, and later on the Ventura. About ten years ago, he came to Astoria and was chief engineer on deep-sea tugs until offered the position on the Mendell.

Sucklen's Arnica Salve.

The best salve in the world for cuts, bruises, sores, ulcers, salt rheum, fever sores, tetter, chapped hands, chilblains, corns, and all skin eruptions, and positively cures piles, or no pay required. It is guaranteed to give perfect satisfaction, or money refunded. Price 25 cents per box. For sale by Blakeley and Houghton, druggists.