

Morning Oregonian

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PORTLAND, OREGON, MONDAY, AUGUST 19, 1901.

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The label that means quality...



Those familiar with the "BLATZ" bottle beers will always recognize the triangled label. These are the bottle beer brands—Export—Wiener. Ask for "BLATZ" and watch for this label.

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European Plan: \$1.00, \$1.50, \$2.00 per Day

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Thirty-second Year. A Boarding and Day School. Military and Manual Training.

Opens September 12, 1901, with a faculty of twelve competent teachers, who employ modern methods and understand boys. Illustrated catalogue. ARTHUR C. NEWELL, Principal.

THE PORTLAND

PORTLAND, OREGON



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Special rates made to families and single gentlemen. The management will be pleased at all times to show rooms and give prices. A modern Turkish bath establishment in the hotel. H. C. BOWERS, Manager.



FIRST CONSUL

CLEAR HAVANA KEY WEST CIGAR LEADS THEM ALL

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\$5.00 A YEAR

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SPECIAL RATES TO STUDENTS.

\$1.00 A YEAR

MOLTEN METAL EXPLODED.

Three Workmen Killed and Eleven Hurt at a Blast Furnace.

YOUNGSTOWN, O., Aug. 18.—An explosion of 10 tons of molten metal in the blast furnace department at the Ohio plant of the National Steel Company resulted in the death of three workmen and the injury of 11 others. The dead are: Richard Richards, Joseph Bugos, John Crinkshaw.

The injured are: Steve Stahma, Michael Yachko, Mike O'Brien, Andrew Kahut, Joseph Dymenko, John Steffen, Andrew Burgess, Andrew Magyar, George J. Jakubek, George Purvik, George J. Walsak. Stahma and Yachko are in a dying condition, and at least two others of the injured are not expected to survive. The machinery which connected the ladle containing the molten metal broke, and allowed the metal to drop into a vat containing water.

PENNSYLVANIA REPUBLICANS

State Convention Wednesday Promises to Be Peaceful.

HARRISBURG, Aug. 18.—The indication is that Wednesday's Republican state convention will be a very peaceful gathering; that Judge William Potter, of Pittsburgh, will be nominated to succeed himself on the Supreme Court bench and that Rev. Frank Harris, of Clearfield, will be nominated for State Treasurer. They are the only avowed candidates and the prospects are that their nomination will be made by acclamation. United States Senators Quay and Penrose, both of whom are away on vacations, will not attend the convention. State Chairman Reeder and his assistants will come to Harrisburg tomorrow to open headquarters and arrange the preliminaries for the convention.

SUNK BY ICEBERG

Islander Went Down With Sixty Souls

OFF DOUGLAS ISLAND

Steamer Was Coming From Skagway Fully Loaded.

DISASTER OCCURRED AT 2 A. M.

Vessel Struck the Berg in a Thick Fog, and as She Went Down Her Boilers Exploded—Story of a Survivor.

VICTORIA, B. C., Aug. 18.—The steamer Islander, the crack passenger steamer of the Alaskan route, operated by the Canadian Pacific Navigation Company, of this city, struck an iceberg off Douglas Island at 2 A. M. on the morning of Thursday last and went to the bottom, carrying 56 to 60 souls, including passengers and members of the crew.

Victims of the Disaster.

Among the passengers lost on the Islander were:

MRS. ROSS, wife of Governor James A. Ross, of the Yukon Territory, her child and niece.

DR. JOHN DUNCAN, of this city.

W. G. PRESTON and wife, of Seattle.

F. MILLIS.

MRS. J. C. HENDERSON.

W. H. KEATING and two sons, of this city and Los Angeles, Cal.

J. V. DOUGLAS, of Vancouver.

MRS. PHILLIPS and child, of Seattle.

MR. BELL.

MRS. CAPTAIN NICKERSON.

MRS. W. J. SMITH, of Vancouver.

J. L. BLETHEN, of Vancouver.

MRS. J. L. WILSON, of Seattle.

The members of the crew lost are:

CAPTAIN FOOTE.

GEORGE ALLEN, third engineer.

HORACE SMITH, second steward.

S. J. PITTS, cook.

Two Chinese.

BURKHOLDER, officer.

BURKE, officer.

Two firemen and one coalpasser.

KENDALL, night saloon watchman.

JOE BEARD, second pantryman.

Two waiters.

G. MILLER, the barber.

N. LAW, coalpasser.

M. P. JOCK, coalpasser.

PORTER, coalpasser.

MORAN, coalpasser.

Story Told by a Survivor.

E. G. Hinde-Bowker, late manager of the British-American Corporation, of London, who was a passenger, says: "My first intimation of an accident was the rushing of passengers on the deck, which woke me up. I was in a cabin with Mr. Maghen. I got up, went out of the cabin and saw the steamer sinking at the bow. I woke my partner up and we dressed. By this time she was still lower in the water. By the time I got out of the cabin the water was about the smoking-room floor. I went on the upper deck, followed by my partner. I saw the boats were gone and I went to a fall hanging down. By this time only the stern was out of the water.

"I saw a raft in the water with 8 or 10 people on it. I slid down the rope on to the raft, and as soon as I got on, the steamer sank and sucked the raft and people down. We were some time under water, but I held on and when the raft came up only two of us were left. I halted two men who were swimming and got them aboard, also a Chinaman. By this time the steamer had sunk out of sight. Many people hung on to the raft at different times, but it was not air tight and we had much difficulty in keeping afloat. We were turned over once by others climbing on, but generally managed to right ourselves.

"The scene was heart-rending. The boats were scattered and overcrowded and people were drifting and begging, pleading and crying for help. We gathered lumber and made our raft float. We were picked up by one of the boats returning from shore. I cannot speak too highly of the officers and crew."

Gold on the Steamer.

There was \$75,000 in gold on the steamer, \$50,000 of which was carried by passengers. H. H. Hart, who has spent 15 years in the Klondike, lost \$35,000 in dust.

mentioned. In my opinion, the loss of life will not exceed 20."

Word of the disaster reached Treadwell at 8:30 A. M. by a party of passengers, headed by the chief engineer, who walked up the beach a distance of 25 miles to appeal to the city for help. The Treadwell steamer, Lucy and Jennifer, and the Inland steamer Flossie promptly responded. The Flossie arrived from the scene of the wreck at 12 o'clock with her flag at half mast, and six dead bodies on board, and the surviving passengers.

Caught in Their State-rooms.

The description of the disaster by the survivors is heart-rending. They say that the Islander struck an iceberg, and so severe was the shock that every door was jammed fast in the state-rooms, and the ill-fated passengers, numbering 367, and the crew of 71 were forced to break through the windows to reach the deck.

Steward Simpson lost 20 in his department, and his description of the wreck is clearly given. He was awakened by the shock, and could not get out of his state-room until he broke out of the window. He reached the bridge, where the pilot was on watch, and, with the mate, ordered out the lifeboats. The vessel was then taking water fast, and the chief engineer reported the pumps unable to take care of the water. He also went below with an ax, broke down the lower state-room doors, and stayed at this work until the water forced him to go to the upper deck.

By this time, the ship's boats were loaded and had got away, and while the officers were getting out the last lifeboat, Captain Foote called to all hands to clear the ship, as she was about to go down. This was the captain's last order, as at that moment the ship sank, and the captain, leaping clear of the wreck, was picked up by a lifeboat, which in some manner was overturned. The day was very misty, and all hands were forced to shift for themselves.

The officers state that had the passengers not rushed the boats, the loss of life would have been small, if indeed, any at all had been lost.

The City Council of Juneau secured Decker's Hall, which was hastily converted into a lunch-room and resting place for the survivors, who were taken to that place, where the unfortunate could warm up with hot coffee and suitable foods.

NEEDS OF THE PHILIPPINES

Representative Kahn, of California, Makes Some Recommendations.

MANILA, Aug. 18.—Both the civil and the military officials are gratified at the progress now being made by the Philippine Commission. Everywhere throughout the northern islands the commission find conditions ready for civil government, and General Chaffee has received none but satisfactory news from Batangas and Mindoro, advises from the districts telling uniformly of captures or surrenders. Thirty rifles have recently been obtained and large quantities of supplies secured. Malvar and his principal officers are being closely pressed.

Representative Julius Kahn, of California, who left Manila today, says the greatest needs of the Philippines are a fast line of steamers to carry the mails and to keep the people in touch with the current events; electric cars and the removal of the nipa houses from Manila, these to be replaced by villas. Mr. Kahn conversed with many educated natives and got the impression that they were by no means ill sufficiently versed in popular government to manage the affairs of the archipelago.

Quartermaster-General Ludington has been considering the possibilities of obtaining coal in the Philippines at a cost below the Japanese figures. In the opinion of those qualified to judge, however, the coal available in the archipelago is inferior and the cost of transporting it to the coast, where the transports could load it, is so high that the present exorbitant prices of everything, labor included, would bring the total outlay probably above the Japanese figures.

The government officers are finding it difficult to retain the services of the best stenographers, as private firms offer much higher compensation.

The Municipal Board holds daily sessions within the city hall, and the city is at present dealing with minor appointments.

Governor Taft has wired General Chaffee asking for permission to appoint Captain H. W. Brown, of the First Infantry, to be Governor of the Province of Abra, owing to local jealousies which render a local appointment difficult.

WRECKED BY WAR.

MacArthur Says Philippines Are Pacified But Not Tranquilized.

CHICAGO, Aug. 18.—The Record-Herald will print tomorrow the following statement obtained from General MacArthur by an interviewer in San Francisco.

"War has wrecked the Philippines and laid waste the whole country. The people in many districts have relapsed into barbarism. The best conditions prevail in Northern Luzon. You may say that the whole territory is pacified, but not tranquilized, but it will not be many months before law and order are observed everywhere.

"While the conditions are not perfect, they are gratifying. A group of armed insurgents are still at large, but they will soon surrender, as their power is broken and they are not being aided by the natives. These natives have come to see that surrender does not mean death and they are coming in every week with their rifles.

"Throughout Northern Luzon the insurrection has been for some time, and there is freedom of movement. Still, a large criminal class there commits depredations on Americans and natives, though the latter suffer the most severely. The natives are earnestly desiring the establishment of civil government, that they may root out these bands of criminals. There is every reason to believe that the whole country will soon be perfectly safe for travelers.

"At present there is some trouble in Samar, but General Hughes, with a large and effective force, has gone there and will soon bring the insurgents to their senses. That is the worst place, but it is not interfering with the coast business. In Cebu, Baku, and occasionally in Southern Luzon, there is a slight outbreak, but it is caused by the criminal element.

"The civil government was about to put into force some excellent ideas for the municipal government of the City of Manila when I left. The city is in excellent condition, especially in its sanitary department, and its growth in business has been enormous."

WITH NONUNION MEN

Steel Trust Preparing to Start Up Idle Mills.

TRAIN OF STRIKE-BREAKERS

Imported Labor From the South Landed Safely Within the Monessen Plant Despite the Vigilance of Pickets.

PITTSBURGH, Aug. 18.—A party of strike-breakers brought up from the South by special train were safely landed.

RETURNED FROM THE PHILIPPINES.

GENERAL ARTHUR MACARTHUR.

SAN FRANCISCO, Aug. 18.—The transport Sheridan arrived today from Manila. The Sheridan brought General MacArthur and staff, the officers and 869 enlisted men of the Fourteenth Infantry, and Company A, of the Battalion of Engineers, 200 discharged soldiers, 30 prisoners, 60 discharged civilian employees, five marines and 12 stowaways. The prisoners are nearly all short-term men, most of them soldiers of the Fourteenth. Lieutenant-Colonel Quinn is in command of the eight companies of the Fourteenth. A notable passenger on the Sheridan is Captain H. W. Newton, of the Thirty-fourth Volunteer Regiment, who took a prominent part in the capture of Aguinaldo.

After spending a day or so here, General MacArthur will leave for Washington to report to the War Department. S. M. Green, of Milwaukee, met General MacArthur here with a greeting from the people of Milwaukee and an invitation from the Merchants and Manufacturers' Association, of that city, to a sumptuous feast when he arrives home. General MacArthur left Manila, July 4, and spent several days traveling in Japan, leaving Yokohama, August 1. On conditions in his report to the War Department, made July 4, the day he left the islands. General MacArthur regards the capture of Aguinaldo as one of the most important features of his campaign. He said Aguinaldo had, since his capture, been of great service in bringing about a full acknowledgment of the authority of the United States.

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"I simply must not get sick. I have not time to spare at this stage." He is a man of large physique, and ordinarily very strong, but has lost in weight and color during the last two months.

McKeesport had a rather exciting day. Early in the morning the strikers were told that during the night a special train bearing strike-breakers had passed through on the way to Monessen. Courtiers were at once sent out and efforts made to locate the mysterious train. Later in the day a carload of immigrants were found at Brown Station, and the strikers were sure that they had found the nonunion men. Next it was reported that the Denninger tin mill would be started, and the watchers around the plant were doubled. Pickets patrolled the river banks and railroad stations, and every suspicious stranger was closely watched.

Extension of the Strike.

There is talk tonight of the possibility of the extension of the strike to other trades. The structural ironworkers and bricklayers are becoming directly interested through the question of handling material made by the United States Steel Corporation.

THROWN OUT OF WORK.

Union Carriage Builders' Places Taken by Nonunion Men.

CINCINNATI, Aug. 18.—Over 2000 carriage workers were notified by seven shops here last night that their services were no longer needed now and that the places would open September 2 as nonunion shops. The following factories were closed: Ratterman & Luth, Anchor Buggy Company, Lion Buggy Company, Sayre & Seville, George Enger Company, Hukay Buggy Company and the Souter Carriage Company. Hundreds of girls and boys were also thrown out of work. Recently nine factories combined under one corporation and announced that they would employ whom they pleased, fix their own wage scale, settle the matter of apprentices and work on the piece work and contract system. At the American Buggy Company and the Brown Carriage Company, the owners discharged leading officials of the Carriage Workers' Union and replaced them with nonunion men. Last Wednesday the 300 employees of this firm struck after submitting a list of demands, which was referred them to their recent circular, stating that they would stand by it.

Investigating Tampa Deportation.

TAMPA, Fla., Aug. 18.—The Spanish Minister at Washington has asked Vicente Guerrero, the Spanish Vice-Consul here, for the names of the Spanish subjects who were recently deported by the citizens' vigilance committee as leaders of the Resistencia cigar-makers' strike, and for an investigation of the whole affair, so far as Spain is concerned. The Vice-Consul has begun an investigation, and has called upon those who