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RUBBER GOODS OF EVERY DESCRIPTION.
GOODYEAR RUBBER COMPANY
R. H. PEASE, President.
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J. A. SHEPARD, Treasurer.
Nos. 73 and 75 First Street, PORTLAND, OREGON.

FOOTBALL!

Lots of kicking at the game, but no one kicks at the **BEAU BRUMMELL** Best 5-cent cigar on earth. Smoke one after dinner.

Distributors: **Blumauer-Frank Drug Co.**
Wholesale and Importing Druggists.

Shaw's Pure Malt

America's ORIGINAL Malt WHISKY Without a Rival Today
Blumauer & Hoch, 108 and 110 Fourth Street
Sole Distributors for Oregon

A "Perfect" Furnace

wherewith to keep warm and a **John Van Range**
With which to roast your Thanksgiving turkey, then, indeed, "you have much to be thankful for." If you have not these two sources of comfort, you can get them from

W. G. McPHERSON, Heating and Ventilating Engineer. 47 FIRST, PORTLAND, OR.

HOTEL PERKINS

Fifth and Washington Streets PORTLAND, OREGON
EUROPEAN PLAN

First-Class Check Restaurant Connected With Hotel.
Rooms—Single..... To the \$1.50 per day
Rooms—Double..... \$1.50 to \$2.00 per day
Rooms—Family..... \$1.50 to \$3.00 per day

J. F. DAVIES, Pres. C. T. BELCHER, Sec. and Treas.

St. Charles Hotel

CO. INCORPORATED.
FRONT AND MORRISON STREETS
PORTLAND, OREGON

American and European Plan.
European Plan..... \$1.50 to \$2.50 per day
European Plan..... \$1.50 to \$2.50 per day

A GOOD CARVING SET

Is necessary to artistically and properly carve your **THANKSGIVING TURKEY**
You will find the most complete assortment in the city, prices ranging from 90c to \$25 per set.

PRÆL, HEGELE & CO.

Headquarters for FINE CHINA and RICH CUT GLASS.
100-106 Fifth Street, cor. Stark.

Office, room 807 The Marquis.
Telephone Oak 551.
First Call, Oregon Mining Exchange December 2, 1901.

BUY BRONZE MONARCH

Take a flyer on the best thing in the St. Helens district.
NEVER SO CHEAP AGAIN!

Just What You Want

The Pianola places at the command of every body the power to play any music they like, and in just the way they like to hear it.
The Pianola is reclaiming thousands of the practically lost efforts of great geniuses. The great works of Bach, Beethoven, Schubert, Schumann, Liszt, Chopin, Wagner, are at the command of the Pianola-player, as well as the lighter music.
Call at our store and let us show you the Pianola. It is all that we claim for it—and more. PRICE, \$250.00.
Can be bought on moderate monthly payments if desired.

THE AEOLIAN COMPANY

M. B. WELLS, Sole Northwest Agent, Aeolian Hall, 353-355 Washington St.

ANCHOR WIRE FENCE TRUST

Combination Which, It is Said, Will Take in the Portland Company.
OMAHA, Neb., Nov. 27.—A combination to control the anchor wire fence business of the territory west of the Mississippi River is being formed with John W. Gates as its probable head. The headquarters of the concern will be in this city, where its principal plant will be located. It will be known as the Western Anchor Wire Fence Company, but the amount of its capital stock has not yet been determined. The concern has already brought the largest anchor fence plant in this city, two in Texas and one in Denver, and has an option on another at Portland, Or. Mr. Gates, who was in the city a short time yesterday, has gone to Denver and Portland to close deals with other Western concerns. The new company has secured a contract for 10,000 miles of fence on the Santa Fe system, another for several thousand miles on the Burlington road and several other large contracts. By new machinery now being placed in the factories, the fence will be clamped in the factories and shipped to its destination in rolls instead of being clamped when put up, as is being done at present.

AMERICANS GAVE A BANQUET

John Barrett the Principal Speaker at the Pan-American Dinner.
CITY OF MEXICO, Nov. 27.—The banquet given tonight at the Chapultepec restaurant by the United States delegation to the Pan-American conference, in honor of their colleagues of Mexico and the other republics of America, was a great success. In addition to the delegates from Mexico and Central America, United States Ambassador Clayton was present, and also several prominent men of Mexico's official world. John Barrett made the principal speech of the evening on behalf of the United States.

Arms for Venezuelan Rebels.

BARBADOS, Nov. 27.—The agents here of the Venezuelan revolutionary party received information of the departure yesterday from a British port of a steamer loaded with war munitions for Venezuelan revolutionists. It is said she will touch at Tabago Island, in the Windward group.

It Has Had Good Effect.

BERLIN, Nov. 27.—The effect of King Edward's generous tribute to the memory of the late Count von Hatzfeldt-Wildenburg is already visible in the milder tone of the utterances of the newspapers here, some of which comment on the impolitic character of the recent anti-British demonstrations.

FUND IS PUT UP

Portland Raises Over \$300,000 for '05 Fair.

THE END IS NOT YET

Mighty Triumph for the City's Public Spirit.

NEW MARK IS SET AT \$500,000

Actual Aggregate Reported to Executive Committee Is \$270,310—Others to Hear From—\$100,000 From Railroads.

Portland has subscribed the \$300,000 necessary to capitalize the legal corporation for the Lewis and Clark celebration. Signatures for the full amount have already been obtained, without including the railroad companies, the corporations controlled outside the city, the banks of the town, and many other important business interests, and with only partial reports from the canvassing committees.

Reports presented at the meeting of the canvassers in the Chamber of Commerce building last night footed up \$270,310. Secretary H. E. Reed said he personally knew of subscriptions in the hands of committees that made no reports at the meetings, that carry the total already in black and white beyond the \$300,000. Besides this a number of thousands were said to have been decided on, but had not yet been actually subscribed. These were not counted among the subscriptions. Nothing was counted that was not actually upon the authorized list.

This result was made known at what was probably the most enthusiastic meeting of business men ever held in Portland. When it was announced cheers burst from every throat, and the skylight over the court will probably leak today. After this spontaneous demonstration somebody proposed three formal cheers and a tiger, and they went with a spirit that would put to shame any political jubilation ever heard. There was nobody of opposing opinion to dampen the ardor of the occasion. Mr. Wolfe was so eager to have the news go out to the world this morning that the whole amount had been reported at this meeting that he started in to raise the balance on the spot.

"Let's round out the sum right here," said he. "It's so near the mark we aimed at that we ought to complete it. I'll give \$500 more, who'll be next?"

Mr. Wolfe's suggestion would probably have been carried out but for the statement that it was entirely unnecessary to add to the subscriptions of those who had already done so much for the celebration. Secretary Reed saying that he had seen a number of partial reports not represented at this meeting and he could give assurance that the total sum had already been subscribed.

It was apparent to everybody that the subscriptions already arranged for would go far over the \$300,000, and the sentiment at once was for \$500,000, supplemental articles to be filed to cover the additional capital. This is the new mark set for Portland. Even many of those who had before doubted the wisdom of putting so much capital into the enterprise were in favor of the new mark when they saw what general and generous response had been made and how easy it would be for the united committee to carry the larger load.

Mr. Scott called the meeting to order, and, in the absence of Mr. Corbett, P. L. Willis was again made chairman. The business of the meeting was at once taken up on motion of General Summers and the Secretary began calling the roll of the canvassing committees for reports. No committee of the entire 60-odd presented a full report. From fully one-third the number there was no report at all, a few appointed late not having yet begun their work, and others being still actively at work, and so greatly interested in it that they could not spare the time to attend this meeting while their portion remained uncompleted. Indirect verbal statements came from some of these to the effect that considerable sums had been subscribed, but no record was made of any of these indefinite reports. Roughly, it appeared from the reports presented that less than two-thirds of the ground had been worked.

There was no report at all from the very first committee, that on bankers, brokers and safe deposit and security companies, which is sure to bring in a total well up toward the front rank, perhaps second only to that on transportation companies. Chairman Crutcher, of the committee on corporations other than merchants, real estate and manufacturing, said of the 50 corporations within his classification, he had called on a majority of those controlled outside the city, had found the local managers all favorably disposed, and he expected to close up those subscriptions in about 30 days.

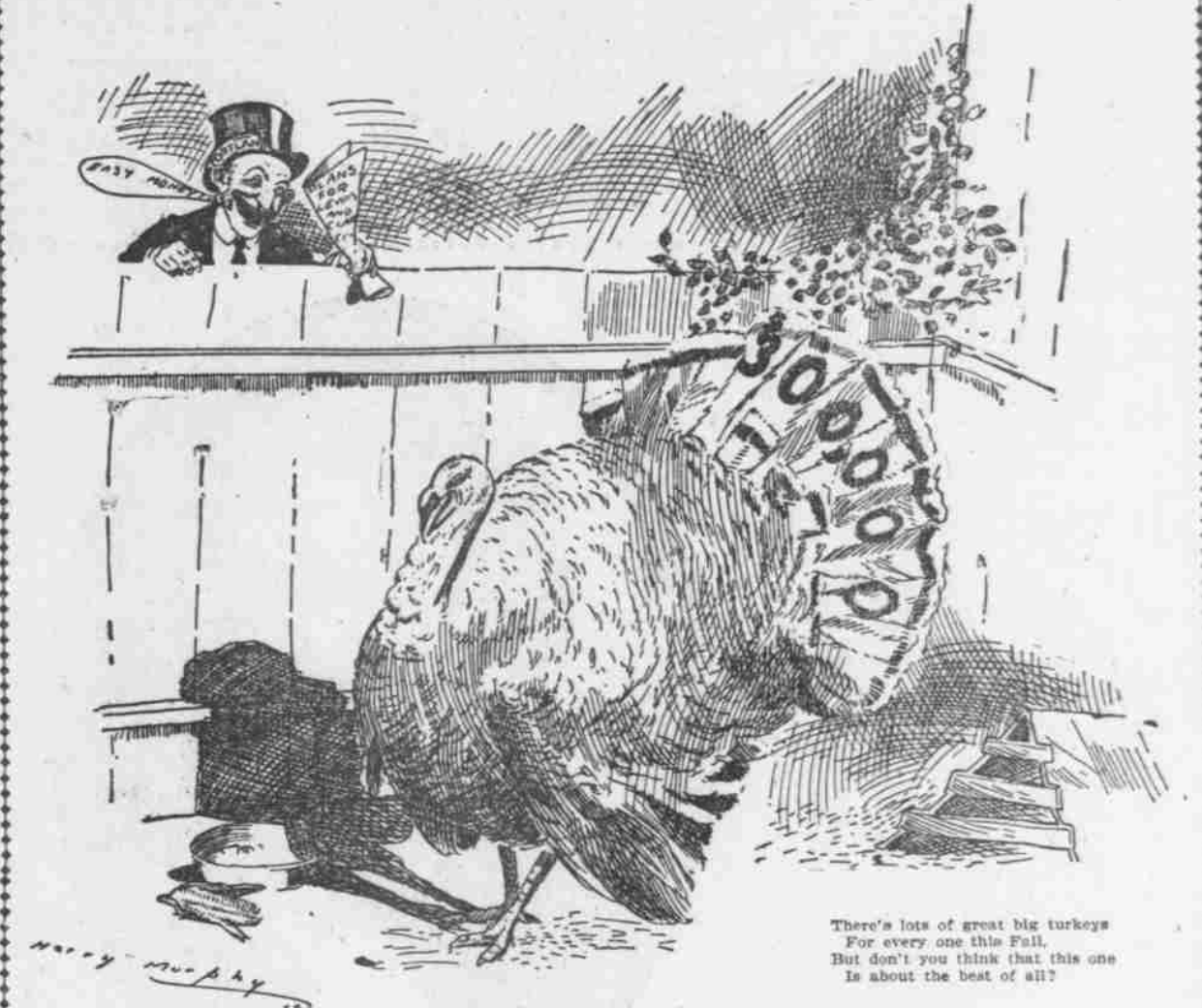
H. W. Scott, of the committee on transportation companies, told of the work done by his committee, and said it was expected that the bulk of the subscriptions to his part of the fund would come from the large railroad corporations, to the controlling powers of which appeal had been made. He estimated that \$100,000 would come from that source alone. He said private business would take him last next week, and he promised to do what he could while there to present this matter properly before the railroad authorities and get favorable action. This report was greeted with applause.

The roll of the committees was run over with considerable rapidity, the main object being to get the amount actually on the subscription papers. It was deemed best not to publish the list as presented, it being so fragmentary that it would do injustice to many who have already subscribed, and to those willing to subscribe but who have not yet had an opportunity, and even to the committees themselves, the classifications in some cases overlapping, and subscriptions really obtained by one committee being finally put on papers in the hands of another. Publication of the subscriptions will not be made until the lists shall be completed and each subscriber and committee may appear in proper light.

Significant, though incomplete reports were made by C. E. Rumlind, of the committee on breweries and liquor dealers; by Samuel Connell, of the committee on manufacturers exclusively; by James Steel, of the committee on physicians and dentists; by W. D. Fenton, of the committee on lawyers; by A. H. Bryman, of the committee on real estate owners and capitalists; by L. Samuel, of the committee on fire and life insurance companies and real estate agents; in fact, by nearly every committee that was heard from. The number of refusals to subscribe was surprisingly few.

The following report was made by the committee on places of amusement: We, the undersigned, managers of Marquam

PORTLAND'S \$300,000 TURKEY.



There's lots of great big turkeys for every one this Fall. But don't you think that this one is about the best of all?

consideration the above proposition, and if accepted we are ready to enter into any written agreement you may deem necessary.

CALVIN HELLIG, Manager Marquam Grand Theater.
JOHN F. CORDRAY, Manager Cordray's Theater.
GEORGE L. BAKER, Manager Baker's Theater.
JOHN F. CORDRAY, Chairman of Committee on Places of Amusement.

This offer was accepted by the meeting, not exactly as taking the place of

committee had taken it at the time without demur. When other subscriptions properly comparable to this one were made, it was apparent that the one in question was too low. Mr. Paxton had gone quietly to the subscriber and put the matter to him in its proper light, pointing out that he made a poor showing alongside others no better able to contribute. The man saw the point at once, saw that there was reason to expect more of him than he had put down, and he cheerfully increased the amount of his subscription to a sum two and a half times as great as he first subscribed. This is the kind of work he had in mind for a special committee, to go over the field after the regular canvassing committees completed their reports; not to make offensive demands, but to present the matter in its true light to men who are ready to do their duty in the community when they see it clearly.

Committee for Revision.
W. D. Fenton also favored the idea of having a special committee take charge of the field and "true-up" the list. For impromptu, almost unorganized, work Portland had done nobly, and he did not feel like uttering any criticism. "There was glory enough for us all." But there were many business men, he said, who were very busy attending to the most prosperous trade Portland ever enjoyed, who had not followed the progress of the Lewis and Clark project as members of the committees had, and he deemed it but just to those that they be made acquainted with the full import

a present subscription or as binding on the corporation, but as properly courteous treatment of an offer that was recognized as generous.

On motion of O. F. Paxton a committee consisting of George M. Cornwall, S. Benson and H. Alger was appointed to canvass the Columbia River loggers for subscriptions to the fair.

Features of the Canvass.
After the good news that the entire fund was safe was known, there was a free discussion of some of the features of the canvass. This was rather good natured, but it came out that some of the business men of the city had failed to come up to expectations. The appointment of a leveling committee was suggested by several. Some made objection to this because it might be misconstrued as designed to be objectionable and would therefore fail of accomplishing good.

Mr. Scott said there should be no censure of anybody. A work like this must be a voluntary movement. If there were persons who did not wish to assist in this undertaking there was no way to compel them—except the indirect one of taxation, which, however, would bear alike on all. He would favor support of this undertaking by the municipality of Portland, to the extent of authorizing the city to provide grounds and improve them. This could be done under the authority of a Park Commission, and the Common Council might authorize the use

Grand Theater, Cordray's Theater and Baker's Theater, of Portland, Or., respectfully submit the following proposition, to-wit: Each of the above theaters will give 2 1/2 per cent of the gross receipts of each and every performance given under our control during the date of the Lewis and Clark Centennial and American Pacific Exposition and Oriental Fair. Estimating the amount that would be derived

of the grounds for the Exposition. It would be paid for by taxation, and we should have a park for all time; and there must be a park on the East Side.

Mr. Paxton told of a certain subscription he had obtained. The man had subscribed willingly a certain sum, and the

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WRECK AND FIRE

Terrible Disaster on the Wabash Road.

OVER 100 KILLED

Immigrant Train Collided With a Limited Mail.

THEN THE WRECKAGE BURNED

Farmers Began the Work of Rescue—Relief Trains Rushed From Detroit and Other Cities—Orders Were Disobeyed.

DETROIT, Mich., Nov. 27.—From 100 to 150 persons were killed or injured tonight in a wreck on the Wabash Railroad. Two heavily loaded passenger trains collided head on at full speed one mile east of Seneca, the second station west of Adrian. The west-bound train, composed of two cars loaded with immigrants and five other coaches, was smashed and burned with awful loss of life and fearful injuries to a majority of its passengers. The east-bound passenger train, the Continental Limited, suffered in scarcely less degree. The track in the vicinity of the wreck is strewn with dead and dying. Many physicians from Detroit have gone to the scene.

The Continental Limited, the east-bound train, was driven by Engineer Strong and was in charge of Conductor G. J. Martin. The west-bound immigrant train was a double-header and was driven by Engineer Work and Engineer Parks, the conductor being Charles Troll.

Orders Were Disobeyed.
The east-bound train, it is believed, disobeyed orders in not waiting at Seneca for the west-bound train, thereby causing the wreck. The track at the point where the collision occurred was straight, and at first the officials could not understand how the accident could have happened. The west-bound train, which ordinarily is due to leave Detroit at 2:30 o'clock, was two hours late, leaving at 4:20 P. M. The two trains are scheduled to meet at Montpelier, O., but, as stated, had been ordered to meet at Seneca. The blame is, therefore, placed on the conductor or engineer of the east-bound train, as the accident would not have occurred had this train been held at Seneca. Apparently, orders to wait were disobeyed.

Farmers Began Rescue Work.
Advices from the wreck at midnight state that the country for miles around is lighted up by the burning cars and that the flames could not be quenched because of lack of proper apparatus. Mangled bodies were picked up along the track by the farmers before the special train sent from Adrian arrived on the scene. In some instances, the bodies were managed beyond all recognition. The bodies which the rescuers managed to pull from the burning ruins of the immigrant cars were so badly burned that their identity will probably never be ascertained.

The westbound train was a regular train composed of seven coaches. Reports differ as to the number of coaches carrying immigrants. One says there were but two, and another says there were five or six coaches carrying this class of tourists.

It is not thought that any Detroit people were injured, as train No. 2, immediately behind the immigrant train, carried the Detroit passengers for Chicago. The eastbound train was made up of an engine and baggage car, combination coach and sleeping car.

Collided at Full Speed.
The trains came together one mile east of Seneca, under a full head of steam. All but the two rear coaches of the west-bound train were demolished, and the coach on the eastbound train, and the immigrant train caught fire and are still burning. The loss of life is estimated at 100 on this train. The loss of life on the eastbound train is said to be 25. One of the

(Concluded on Second Page.)

SUMMARY OF THE DAY'S NEWS.

Federal Government.
Roosevelt will recommend reduction of duty on Cuban and Philippine sugar. Page 2.
The Postmaster-General's annual report is made public. Page 2.
The rural free delivery service is brought into the classified service. Page 2.

Foreign.
The Colombian gunboat bombarded Porto Bello. Page 3.
The Blackwell duel was discussed in the German Reichstag. Page 3.
France is stirred up over the Peikin looting scandal. Page 3.

Domestic.
In a wreck on the Wabash road, from 100 to 150 persons were killed. Page 1.
Hon. Clem Stuebker, of South Bend, Ind., is dead. Page 2.
Ex-Governor Wabbe, of Colorado, is dead. Page 2.
Trainmen at Pittsburg decline to aid the striking switchmen. Page 2.

Pacific Coast.
Passengers on stranded ship in Alaska appeal to Government for aid. Page 4.
Special Chinese embassy arrives at San Francisco to work against any exclusion law. Page 4.
Governor Geer's letter to Governor Van Sant on movement to stop great railway combine. Page 4.

Marine.
Ocean freights again show firmness. Page 5.
Steamer Rogue River to sail south on Sunday. Page 5.
Wrecked ship Flottbek well known on Pacific Coast. Page 5.
Schooner Wing and Wing still at sea. Page 5.

Portland and Vicinity.
Portland has subscribed more than the \$300,000 for the Lewis and Clark Celebration; \$450,000 is already in sight. Page 1.
Congestion at Moody on Upper Columbia improvement. Page 11.
Murderer Wade pleads guilty; Murderer Dalton not guilty. Page 10.
Portland consumes 10,000 turkeys for Thanksgiving. Page 14.
Grain exporters prepare for conference with Chamber of Commerce trustees. Page 8.