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THE SWITCHMEN'S STRIKE. HE KNOWS AMERICANS.

Railroad Officials Condemn the Trouble Will Soon End. PITTSBURG, Pa., Nov. 28.—The switchmen's strike gives evidence today of rapid disintegration and the officials of the different roads declare that traffic will be resumed as usual by tomorrow.

There appears to be no radical change in the situation tonight. The strikers are still making the claim that the roads are badly crippled, and the company officials are just as positive in their statements that there is practically no strike except on the Allegheny Valley road, which they say is gradually resuming normal conditions.

No Time for Irish Home Rule. LONDON, Nov. 28.—Sir Edward Gray, M. P., speaking at Glasgow last night, declared that the country had been greatly shaken by what had happened during the South African War and that it was only honest to tell the Irish members of Parliament that he believed it was impossible to repeat the home rule experiment of 1885.

Argentine Delegate's Estimate of the People of the United States. MEXICO CITY, Nov. 28.—Martin Garcia Meron, one of the Argentine delegates to the Pan-American Conference, said among other things at the banquet last night, tendered by the United States delegates in honor of their Spanish-American colleagues:

"I have had the pleasure of living in the United States, and nobody has a greater admiration than I, nor a better feeling or more grateful regard for the many virtues of the American Nation, for the sense of justice of the American statesman, for the high ideals of the American people or for the sincerity of its friendship toward its sister nations of Central and South America. The noble words of that great American diplomat, Mr. Hay, have reached us, conveying to all the Latin-American countries today represented in Mexico the assurance of the interest of the Government and the people of the United States take in our prosperity and our welfare, and the absolute unselfishness of its policy in regard to us, and we all know that those sentiments are real, that those declarations are sincere, as they come from the Government and men who have always stood by their pledges, and who might have taken as a motto the words of Shakespeare, 'Be all the ends thou aim'st at, thy country's, thy God's and thine's.'"

Will Be Asked to Arbitrate. LIMA, Peru, via Galveston, Nov. 28.—The Pan-American Congress will be asked to arbitrate the existing questions between Peru and Bolivia. If the congress declines so to act, then Mexico or the Argentine Republic will be requested to arbitrate these matters.

THE SENECA WRECK

Conflicting Estimates of the Number of Dead. FACTS MAY NEVER BE KNOWN

Many of the Victims Were Completely Incinerated, Little or No Trace of Their Remains Being Found—Engineer's Statement.

DETROIT, Mich., Nov. 28.—When night fell over the scene of last night's calamity on the Washburn & Mack Seneca, Mich., those who had been investigating the disaster found nothing to alter the estimate of about 80 lives lost as a result of the collision. Superintendent George M. Burns, of the division on which the wreck occurred, insists that the estimates are too high. "I do not consider," he said, "that the total death list will exceed 25."

However, in support of the larger estimate, it is pointed out that there are now 14 passengers known to be dead. The bodies of eight of these have been recovered, and it is considered that the fragments of other bodies now in the morgue at Adrian will account for many more than the 12 dead necessary to make up Superintendent Burns' estimate of 25. In addition to the comparatively few fragments recovered and sent to the morgue, those who were early on the scene say that many more pieces were discovered, which crumbled to powder while they were being removed.

Superintendent Burns said to the Associated Press tonight that he was unable to tell the exact number of Italian immigrants aboard train No. 13, but thought that there were not more than 50. Passengers on the train, and a number of those who were early on the scene, dispute this, and say the number was nearer 80. Superintendent Burns has received no report yet from Ticket Collector Eames, of train No. 13, who probably knows more than anyone else, the number of Italians in the cars.

Coroner Hamilton, of Adrian, this afternoon impaneled a jury and will begin an inquest into the disaster tomorrow. No step has been taken as yet toward the arrest of Engineer Strong, who, Superintendent Burns says, is responsible for the collision.

Considerable light was shed on the cause of the disaster by the orders which the conductor of No. 13 showed as his authority for proceeding past Sand Creek. The order, which was delivered to the train at Holloway, read as follows:

"Order No. 28, trains Nos. 21 and 13: No. 4, engine 609, will meet No. 13 at Sand Creek, and No. 3, engine 610, will meet No. 13 at Sand Creek. After reaching Detroit today Strong said:

"I read my orders that I was to stop at Sand Creek, and evidently the other crew read theirs to stop at Seneca. I know that there were no orders to stop at Seneca, and the same—the fireman, conductor, brakeman and myself. I lost my orders in the confusion of the wreck, but the records will show what they were and what the other crew's orders were."

"When I first saw the headlight of the other train I was far enough away, so I presume, to have stopped, but you understand how it is with electric headlight, you cannot tell anything about how far away they are. It was on a straightaway track, and I thought they were waiting for me at Sand Creek. They doubtless thought we were stopped, and so both of us came on at full speed."

"We must have been running at 50 miles an hour. When we saw they were on top of us I saw I must jump. There was a headlight on the Washburn & Mack to fall in that, so I waited until we were past and fell. There was only a slight embankment, and the crash came right after I let go. I rolled fully three rods. When I came to there was a heavy tree on one side of me and the trucks of the second car, which was telescoped, on the other."

Superintendent Burns estimated the financial loss to the Washburn & Mack at \$50,000. The three engines piled themselves in an indiscriminate heap, with the leading engine of No. 13 above the other two. The first three coaches of the train were so telescoped that they were a mass of debris. One immigrant car was compressed into a compass of about eight feet in length on the track. The flames started below the cars. It was here the heaviest loss of life occurred, it being estimated that about 50 persons, men, women and children, were mowed down by the holocaust. The loss in the rest of the train was not heavy, the shock being borne by the forward cars.

Engineer Parks, of the rear engine on No. 13, describes the collision as follows: "We had orders to meet train No. 4 at Sand Creek, and were running about 30 miles an hour. The track is straight for several miles, and I could see the headlight of No. 4 coming until we were about three miles west of Sand Creek. I put on the air brakes, and the shock came before I had time to jump."

"The three engines all piled up together. I was thrown through the roof of the train No. 13, not badly injured. Miss Mabel Thompson, Detroit, slightly injured; E. L. Ardiel, porter train No. 4, slightly; E. C. Smith, Detroit, leg bruised; Carman Peas, Illinois boy, slightly bruised; Patrick Flannery, Hastings, Minn., face cut, teeth knocked out; Mary Williams, Sioux City, Ia., cut about head; Otto Hare, Detroit, arm broken and ankle sprained; John Schander, Detroit, train boy, face cut; Miss Jessie Wiggins, Detroit, glass driven into side; G. H. Meade, Clear Lake,

tered by the wind. If the names of these dead are ever known it will be when friends make inquiry for them and in many instances this seems highly improbable. A Tribune staff correspondent, writing from the scene of the wreck, says: "Only one man was found who was an eye witness of the collision. W. Ely, 70 years of age, residing at Seneca, stood at the depot platform and saw No. 13 go by. He watched the train as she went down the level track and destruction. His attention was attracted by a crash. Then a stream of flame and smoke shot 500 feet into the air. Ely rushed to the wreck and was the first outsider on the ground. According to his statement, the scene was one of awful horror."

"When I got there," he said, "the immigrant cars were already on fire, and the shrieks of the burned and injured were terrible. I got hold of one man in the collapsed car, and pulled him out. He was horribly crushed, and his legs were broken. He died almost as soon as I got him out of the car. Then I went to the burning cars, and what I saw made me wish I had never gone to the wreck." The old man covered his face with his hands. "I don't believe more than 15 of the Italians got out of the wrecked cars, for I saw but very few. Those who did get out rushed around like crazy men, calling to

He'd like to 'ave the bloom' 'thine. With such 'ard luck he think he'll reach The bloody poor-'ouse first.

Heaven for protection and weeping and wailing in their horror. Those poor Italians! Nothing could be done for them, and we were simply compelled to let them burn."

The Dead and Wounded. Following is the list of the dead received from the wreck: William Down, Detroit, fireman No. 13; C. W. Baldorf, Ashley, fireman No. 13; James Brown, Detroit; Chicago; E. N. Buela, Pontiac; George W. Youmans, Kansas City; Job Wittich, Wittich Sons & Co., Detroit; Vida Dess, Tuperville, Ont.; sister-in-law of Domenico Postorano, and her child; Girolano Triono, Carlo Triono, Domenico Crebaro, Hermann Poesche, 48 Dearborn street, Chicago; unknown aged woman, her husband's name marked with name of a Philadelphia firm.

Many bodies are burned beyond any hope of identification. Many others are entirely cremated. The injured are: Robert Parks, engineer of No. 13, left leg broken; H. B. Whitney, formerly of Grand Rapids; F. Richardson, Detroit, head crushed; Mary Dolman, Detroit; Sam J. Work, engineer of No. 13, badly scalded, leg broken; Mariana Ponetta, fatally injured by shock of collision; — Nicholas, Toga County, New York, nose broken and head injured; Wilfred Crehan, Batavis; D. Leshart, Lloyd Lipton, cut over eye, feet hurt; Espirito Delantio, bruised; Antonio Ferro, side smashed, may die; Giacomo Bellino, internal injuries, may die; Sylvester Triunfo, slightly injured; Pietro Sacramento, slightly; Domingo Morgentia, slightly; Pasquale Sumplri, slightly; Carlo Strampelli, slightly; Virgilio Luce, slightly; Domenico Postorano, head wound; F. W. Pierce, Chester, Mont., slightly injured; Johanne Lofitza, scalp wounds; Frank Beidler, Baltimore; Salta Rooka, Denver, killed in head; Antonio Adriano, Victor Cohen, St. Paul; Jesse Williams, Detroit; George F. White, New York, serious; M. Thomas Crehan, Buffalo; Winifred Crehan, Batavis; D. Leshart, Loganport; Mrs. M. String, Belleville, Mich., serious; E. E. Smith, Detroit; Anna Mildia, Lake City, Nev.; Glax Caxlar, San Francisco; Dunsen Santino, San Antonio; Foloso Forero, Loyola, San Francisco, chest crushed; George G. Elliott, South Sebene, Me., miner from Alaska; Walter Gregg, Joplin, Mo.; M. E. Gillen, Fairview, N. Y., badly bruised; Amelia Colan, Colorado; Mrs. Jose Jakska, Globeville, Colo.; Katherine Platt, Denver; Anna Krasovec, Denver, killed in head; Antonio Krasovec, Antonio Pfameter, Twaun Calif.; James W. Taylor, Bronson, Mich.; Domenico Peratore; Domenico Murzando; Anton Gramacus and wife; Pasquale Samunio; G. Sumpson, Lone Wirtulito, Carlo Campelli; A. W. Ormond, baggageman, Detroit; George Pfeiffer, Detroit; Victor Greenbaum, New York; A. L. Hart, brakeman, Detroit; John Lerner, Detroit; Tivisto Tribuseo; G. W. Sweeney, Detroit; George Strong, engineer, left leg sprained and left shoulder hurt; S. McLemore, porter, train No. 13, not badly injured; Miss Mabel Thompson, Detroit, slightly injured; E. L. Ardiel, porter train No. 4, slightly; E. C. Smith, Detroit, leg bruised; Carman Peas, Illinois boy, slightly bruised; Patrick Flannery, Hastings, Minn., face cut, teeth knocked out; Mary Williams, Sioux City, Ia., cut about head; Otto Hare, Detroit, arm broken and ankle sprained; John Schander, Detroit, train boy, face cut; Miss Jessie Wiggins, Detroit, glass driven into side; G. H. Meade, Clear Lake,

WILL GIVE UP COLON

Liberals Will Surrender the Isthmian City Today. CONFERENCE ON THE MARIETTA

Terms of the Surrender Were Not Made Public—United States Marines Guard the City—General Alban's Progress.

COLON, Nov. 28.—Generals Alban and Jeffries arrived here and were received at the railroad station by the guards of

government troops in the capture of the Baracena bridge on Tuesday, was killed early this (Thursday) morning during an engagement with the insurgent forces at Bohia Soldado. General Castro has been seen in command of the government force on the Isthmus.

PERRY'S ATTITUDE CORRECT. He Was Right in Keeping Troops Off the Railroad.

WASHINGTON, Nov. 28.—Naval officers here are disappointed at the ill feeling exhibited toward Captain Perry at Panama because he will not allow the railway to be used for the transportation of armed troops. After a careful examination of the precedents and the treaty under which the United States is now made absolutely responsible for the safety of traffic across the Isthmus, they declare that Captain Perry had no alternative. Had he allowed the Colombian Government force to use the railway on the Panama end, as they desired, he must of necessity have yielded the same right to the Liberals, who hold the Colon end of the line. The result would inevitably have been conflicts which would have prevented the free transit that Captain Perry is there to maintain. Therefore, his attitude is held by the Navy Department to be entirely correct.

Secretary Long today received the following cablegram from Captain Perry: "Panama, Nov. 28.—Secretary Navy, Washington: Panamas fought near Buena Vista. Stopped firing while passenger trains passed. Decisive engagement expected today about same place."

A cablegram received at the State Department from Consul-General Gudgeon, dated Panama, reads: "Colombians fighting along the railroad."

United States marines guard Colon tonight. Many unreliable statements concerning the terms of surrender are circulating on shore, but the only men informed on this subject refuse to answer questions. Colon is quiet, but much anxiety prevails.

Today's train from Panama had not arrived at the time of the filing of this dispatch. The railroad telegraph line, which was cut yesterday evening, has been restored. It is reported that the government troops are driving the Liberals toward Colon. The marines of the United States gunboat Machias are out in front of the railroad station.

The Colombian gunboat General Pinzon has anchored on the other side of Colon Harbor. She is reported to be landing troops at Kennedy's Bluff.

The government forces, 300 strong, under General Alban, re-appearing at Buena Vista Wednesday afternoon, opened fire on the Liberal forces under Colonel Barrera. The latter was not entrenched, but having the choice of ground, occupied the top of a small hill at Buena Vista. The fighting, which was of the most savage nature, lasted until 5:30 P. M. without stopping, when the government forces, owing to the great loss they had sustained, were compelled to give way and retreated toward Frijoles. Over 100 men were killed or wounded, the bodies lying all along the railroad. A train, on reaching Buena Vista, was unable to pass, owing to a pile of corpses blocking its passage. About 20 wounded men were taken to Panama on the evening train. The Liberal loss is said to be less than a dozen men.

This is the anniversary of the independence of the Isthmus, and has always been a holiday at both ends of the railroad line, but now all is deep sorrow and gloomy forebodings occupy every mind, for many a crimson spot between Colon and Panama marks the place where a brave man has fallen.

The leading merchants of Colon called on the United States and British Consuls Tuesday to ascertain what steps were to be taken to protect the town from possible violence should the state of affairs become more critical. They were assured that marines from the warships would if necessary be landed to protect life and property.

General Castro Killed. NEW YORK, Nov. 28.—A dispatch to the Herald from Colon, Colombia, says: General Francisco Castro, who led the

KAMM GIVES \$2000

Lewis and Clark Fund Still Rolls Up. OFF DAY MAKES NO DIFFERENCE

Chairman Corbett Names a Leveling Committee of Five, and Extends Felicitations to the Public on Success of the Great Canvass.

Yesterday being a holiday, it was supposed the Lewis and Clark project would rest, but it was found that the work so well started would not halt when the compelling power was suspended for a day. The movement continued through the day by reason of the momentum acquired, and number of new subscriptions reached the various canvassers who had been in the field. Among these was the voluntary subscription of Jacob Kamm, \$2000, which was added to the considerable number that have been delivered to Mr. Corbett personally. Watson Bros., the restaurant men, signed \$1000. Several others of less amount were reported.

John W. Corbett, chairman of the executive committee, was in a Thanksgiving frame of mind yesterday over the news that the Lewis and Clark fund was secure, and that Portland would go forward to still greater achievements. To an Oregonian reporter he expressed himself as very much pleased with the result and somewhat surprised that it was obtained with so much ease.

"I am exceedingly gratified," said he, "with the result of the canvass for subscriptions to the Lewis and Clark Centennial American Pacific Exposition and Oriental Fair, the enthusiasm far exceeded my most sanguine expectation. The unanimity of the patriotic response augurs great things for the Pacific Northwest. I congratulate not only them, but also the people of Portland, that we have shown this united and liberal spirit in our determination to commemorate this most important historical event, which so closely concerns the Northwest country, an empire in itself, destined to outrun any equal amount of territory within the Union. Its virgin soil, its magnificent forests, its grand mountains, its great inland waterways and extensive fisheries, its superb climate, its varied productions of cereals and delicious fruits, its cattle and sheep on a thousand hills, all speak for the enthusiasm that we have adopted home and country, where rolls the Oregon and hears no sound but—words of commendation for the celebration of the far-reaching event that we are uniting to commemorate in 1905."

"The surrounding country and neighboring states only awaited the action of Portland before patting their shoulders to the wheel, giving their assistance to the proposed great demonstration of patriotism and industry, in which they are anxious to unite with us. Portland has set the example, and the others will follow with creditable faithfulness and promptness."

Chairman Corbett yesterday named the revision committee authorized at Wednesday night's meeting to be appointed, to adjust the odds and ends of the canvass and give opportunity to some of the subscribers to alter their subscriptions before the publication of the list if they should desire to do so. The committee is composed of W. D. Fenton, Adolph Wolfe, W. L. Hoise, C. E. Russell and A. H. Devers, and they are authorized to call others to their assistance as they may deem necessary or advisable.

The canvassing committees that have not closed up their lists are expected to continue their work until the entire list shall be covered and everybody shall have had a chance to subscribe. Some of these will finish in a day or two, others will require several days, and still others may not be completed until the end of the year for some weeks, because of the necessity for taking considerable time to reach out-of-town subscribers. It is not the intention of the executive committee to close the list simply because the \$200,000 has been provided. It is in now to proceed energetically to make the sum \$500,000.

Week on the Lackawanna. STRAUSE, N. Y., Nov. 28.—A special train north-bound on the Lackawanna, carrying 300 Syracuse Knights of Columbus, ran into a freight train on a siding at Tully at 1:15 o'clock this (Friday) morning, wrecking both trains. Railroad officials say the accident is not serious. A special from Tully says several were injured, but it cannot be learned how seriously.

MILLION-DOLLAR FIRE.

Serious Blaze on the New York Water-Front.

NEW YORK, Nov. 28.—A serious fire occurred this evening in the vicinity of Ninth street at the East River. Several firemen were hurt, but none seriously. The blaze started in the plant of Updegrave & Bros., manufacturers of boxes, veneers and fine woodwork, and this firm was the principal sufferer. One of its buildings was a seven-story structure, while those surrounding it were one-story buildings. All of Updegrave & Bros' mill was destroyed. From the Standard Oil Company's depot on Eleventh street thousands of gallons of oil were drained into the river to prevent a great explosion and resulting conflagration. What started the fire is not known, it swiftly spread to all the Updegrave buildings. Within an hour the Standard Oil buildings were surrounded by a fire of kiln-dried wood to feed upon. The walls of the larger Updegrave building fell in and crushed the stable of the Standard Oil Company in the rear. All the horses had been removed.

After the fire was thought to be under control, it broke out again and spread to the works of the Mutual Gas Company. The outbreak was caused by a fireman's dropping a burning window sash into the street. The street was flooded with water on which was a thick coating of oil. This ignited and the flames leaped into the gas company's property. The fire then turned back across the street, and the immense store of lumber owned by Heggenmeyer & Sons was ignited. It comprised some 18,000 feet of valuable woods. The lumber yards of J. M. Sauspash were also reached by the flames and great damage done. Fire Chief Croker estimated, at a late hour tonight, that the total damage would approximate \$1,000,000. He estimated that the loss to J. M. Sauspash will be \$125,000; Updegrave, \$525,000; the Mutual Gas Company, \$300,000; G. H. Heggenmeyer, \$150,000, and the Standard Oil Company, \$35,000.

Dangerous Fire in Oil Field.

BEAUMONT, Tex., Nov. 28.—The most dangerous fire since the discovery of the oil field here occurred yesterday, and for a time it was thought the field was doomed to destruction. Plumbers working on pipes built a small fire for the purpose of making connections. The fire soon got beyond control and was threatening the great forest of derricks in the Hoggs-Swayne syndicate, when the men succeeded in staying the flames within 20 feet of the nearest derrick, and finally extinguished them. The plumbers were arrested.

Portland and Vicinity.

Jacob Kamm gives \$2000 to the Lewis and Clark fund. Page 1. Fire Chief Campbell married to Miss Scherer. Page 7. Eastern Oregon stock finds a market on Pacific Coast. Page 12. Thanksgiving day generally observed in Portland. Page 10. Hold-up man is terrorizing neighborhood of Oswego. Page 8.

