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Return of Chapelle.

NEW YORK, Dec. 15.—Archbishop Chapelle, of New Orleans, lately papal delegate to the Philippines, returned from Europe today on the La Bretagne. Monsignore Chapelle was sent to Manila by the pope in 1899, at the suggestion of President McKinley, to settle the friar question. On the way home from this mission he stopped at Rome, and tomorrow he will make his report to President Roosevelt. The archbishop declined to discuss his mission abroad before making his report to the Washington authorities.

Warmer in Wisconsin.

MILWAUKEE, Wis., Dec. 15.—From 16 degrees below zero in this city at an early hour this morning, the weather has gradually moderated until, at 10 o'clock tonight, thermometers register 5 degrees above zero. It is getting warmer throughout the state.

Chile's Proposal.

LONDON, Dec. 16.—A dispatch to the Times from Valparaiso says that Chile has proposed to the Argentine Republic as a basis for the settlement of the difficulties between the two countries that Chile shall disavow all intention of treating the roads in the disputed territory as evidence of previous rights of possession, that Argentine officials shall withdraw from doubtful territory, and that paths to facilitate the work of the British Commission shall be constructed at the joint expense of both countries.

Goluchowski May Resign.

VIENNA, Dec. 16.—A rumor is current here that Count Goluchowski, the Austro-Hungarian Minister of Foreign Affairs, is about to resign, owing to the refusal of Emperor Francis Joseph to sanction his arbitrary proposal to satisfy German complaints arising from the anti-German demonstrations in Galicia.

BAD TRAIN WRECKS

Three Disasters in a Day's History of Railroading.

LIVES WERE LOST IN EACH.

One Man Was Killed and Eleven Persons Were Hurt in a Smash-Up on the Great Northern.

HELENA, Mont., Dec. 15.—A special to the Independent from Kalispell says a wreck occurred on the Great Northern Railroad near Essex, in the Rocky Mountains, at 2 o'clock this morning. The engine, mail car and smoker remained on the track, but all the others were derailed. Some cars were overturned and all were more or less wrecked. The accident was due to rails spreading.

One man was killed, Otto Erickson, en route from Sweden to California. He was probably smothered to death. Among the injured are:

JOSEPH KIPP, of Blackfoot, badly bruised about the head and body.

JACK MILLER, of Blackfoot, bruised, not severely.

YALE GLEASON, a San Francisco traveling man, bruised, not seriously.

MR. TYCLE, advance agent of the McPhee company, badly cut and bruised.

Others injured are three old ladies, one young girl and three men, whose names cannot be learned. One woman had her collar-bone broken, and was injured internally; the other two suffered broken ribs, and were injured internally. The young lady is said to be seriously hurt. She was pinned under the wreckage, and had to be chopped out. In all 13 passengers are reported injured.

The cause of the wreck is believed to have been the parting of the rails. The debris caught fire, but the flames were put out by the uninjured passengers. There is said to have been much looting during the excitement. The train was going at a rate of 25 miles an hour when it broke in two. The air brakes were set immediately, preventing a more serious accident. The largest number of injured were in the day coach. All were asleep at the time of the accident.

THE ILLINOIS CENTRAL WRECK.

Due to a Conductor's Failure to Obey Orders.

ROCKFORD, Ill., Dec. 15.—Failure on the part of a conductor to obey orders is supposed to have been the cause of a head-end collision on the Illinois Central Railroad, between Irene and Perryville, early today. The two trains were the east-bound passenger train No. 4 and a freight train from Chicago going west. As a result eight people are dead or missing, and 11 injured. The known dead are:

RICHARD ORMSBY, Chicago, engineer of passenger train.

JAMES REARDON, Freeport, fireman of the passenger train.

ROBERT THOMPSON, Dubuque, American Express messenger.

J. W. FUNK, Chicago, brakeman of passenger train.

DAVID BEEHAN, Freeport, engineer of freight.

EDWARD CAREY, Freeport, freight fireman.

Missing and supposed to be dead:

Newsboy on passenger train, name unknown.

Section foreman from Irene, name unknown.

The seriously injured, so far as the names could be ascertained, are: H. C. Wellman, Chicago, right arm crushed at elbow, taken to Rockford City Hospital, condition critical; D. Abrendent, Chicago, cut and bruised; J. H. Quinlan, passenger conductor, cut and bruised, crushed about the chest, taken to Rockford City Hospital, condition critical; W. B. Keefe, Sioux City, Ia., head cut severely; Frank Stanleman, New Athens, Ill., cut about head and arms; Thomas Tendricks, New Athens, cut and bruised and hair scorched off.

The trains met in a slight bend in the track, both running at full speed. The smoker, express and baggage cars were piled on the locomotives, penning in the occupants of the smoker. Only three of the half dozen persons in that car escaped. The others were penned in and if not instantly killed, were roasted to death and their bodies, along with those of the engine crews, were entirely consumed. All efforts of the survivors to reach the victims were unavailing. The flames drove them back from every point.

The temperature was 20 degrees below zero and an icy wind was blowing across the prairie, the point where the wreck occurred being a shallow cut, affording no protection. The injured were without hats and wraps and suffered terribly. By the united efforts of the survivors, the way-car was pushed back from the wreckage to escape the flames and the wounded were placed on the bunks inside.

Two hours elapsed before any relief was at hand. Then an engine arrived from the East and pulled the way-car to Irene, three miles distant. A relief train from Rockford arrived at the scene of the wreck at 1:50 A. M. In the meantime, the injured had been brought back from Irene in the way-car and were transferred to the relief train and brought to Rockford. All the injured are doing well except H. G. Wellman, who is in a critical condition. Wrecking trains have been at work today and will have the tracks clear tonight. Six bodies were recovered from the debris, but were charred beyond recognition.

Conductor Quinland, of the passenger train, was able tonight to talk of the wreck. He said:

"We were trying to make up lost time, when suddenly there was a crash, throwing us all to the front of the car. I managed to clear myself from under the seat, where I was thrown, and, finding two men close by, tried to release them. This I was unable to do, and as they did not respond to my calls I escaped through a window, being scorched by the fire as I crawled out, so quickly did the flames spread. As I remember, there were eight men in the car, and I find that only two of them got out. The rest were doubtless burned in the wreck."

In their stories of the disaster, all of those who escaped from the wreck dwell upon the horror of the fire and the rapidity with which the wreckage was eaten up by the flames. Almost instantly after the first terrific crash an oil car close to the freight engine exploded, the oil adding fuel to the flames, and causing a most terrific spectacle, to the horror of which was added the groans and cries of the dying men, who were pinned down in the awful debris, and met death in the flames that quickly consumed every vestige of the ill-fated trains. Persons who were attracted to the spot by the noise of the collision and the flames of the blazing cars, were unable to render the unfortunate victims any assistance, as the fire spread so rapidly that in less than 15 minutes the cars had been consumed.

Blame for the Wreck.

CHICAGO, Dec. 15.—J. W. Higgins, general superintendent of transportation of the Illinois Central, places the blame for the wreck at Perryville, Ill., on the conductor and engineer of the freight train. They are said by Mr. Higgins to have disobeyed orders, which were to stop at Irene, several miles east of Perryville. Mr. Higgins said of the wreck:

"It was a bad wreck and a lamentable accident. It was due to the fact that the engineer and conductor of the freight train failed to obey orders. The passenger train was delayed by the cold weather and it was three hours and 40 minutes late when the freight train going east reached Coleman, 40 miles west of Chicago. Coleman is the passing point for the two trains. The conductor and engineer of the freight train were instructed that the passenger train was late and it was their duty to sidetrack at Irene, which they neglected to do.

"There was no explosion that we can get information of. Employes who were aboard the trains say that both were running at full speed and that the shock was terrible. It seems there were three distinct blows due to the recoils of the cars. Two men say that they were thrown down three times in rapid succession. The entire passenger train and a large part of the freight train were demolished, with the two locomotives."

WENT THROUGH A BRIDGE.

Three Lives Lost in a Freight Wreck on the Pennsylvania.

WILLIAMSPORT, Pa., Dec. 15.—A freight train on the Philadelphia & Erie division of the Pennsylvania Railroad went through the bridge spanning Lycoming Creek, between this city and Newberry, at 6 o'clock this morning. Three lives were lost. The dead are:

JOHN MARTZ, engineer.

FREDERICK GLASS, fireman.

GEORGE HARLEY, all residents of Sunbury.

The train was known as fast freight No. 83, and was running three hours late, owing to the disarrangement of the schedule in consequence of the storm. The bridge spanning the creek was a two-span iron structure, the first span of which gave way. The engine and nine cars were engulfed in the icy waters. The creek was greatly swollen as a result of the heavy rains, and it is presumed the middle piece had been weakened. No efforts could be made to reach the bodies on account of the height of the waters.

IN RAYNOR'S HANDS.

Schley Will Follow Whatever Course His Counsel Advises.

BALTIMORE, Dec. 15.—Rear-Admiral Schley has notified Attorney-General Raynor that he is ready to take any action with reference to his case that Mr. Raynor may advise. Mr. Raynor expects to meet the Admiral in Washington tomorrow or Tuesday. When asked whether he favored a Congressional investigation, Mr. Raynor said:

"I doubt whether a proceeding of this sort is the proper one. It generally assumes a political aspect. At this time I am of the opinion that matters should be prosecuted in the courts. There are plenty of ways in which this can be done, and this week we will begin to consult and determine upon our course of action."

Among the telegrams Mr. Raynor has received since the publication of the findings of the court of inquiry was one from a gentleman in another state, who asked that his identity be kept a secret, with an offer of $10,000 for the necessary expenses attending a further prosecution of the case. The offer was declined.

HANNA AND FORAKER

CONTEST FOR CONTROL OF THE OHIO LEGISLATURE.

If No Agreement Is Reached, the Matter Will Be Fought Out in Caucus at Columbus.

CINCINNATI, Dec. 15.—Much interest is taken in the expected trip of George B. Cox and other Republican leaders to Washington this week. Owing to the contest between the friends of Senator Foraker and Senator Hanna over the organization of the Legislature, there is an unusual agitation all over the state. The long-distance telephone has been in use daily between Washington and Ohio cities, and especially with certain Republicans at Columbus and Cincinnati, and now it is reported that there may be another attempt at compromise by a conference in Washington before the Republican caucuses are held at Columbus two weeks from next Saturday. If no compromise is made, it is reported that both Senators Foraker and Hanna may come to Columbus after Congress adjourns for the holidays, to marshal their respective forces for the caucus contest.

During the campaign of the past Summer it is reported the Ohio Senators cooperated in the interests of the Republican candidates for the Legislature, as Senator Foraker's successor is to be elected now (January 14), and Senator Hanna's successor two years hence. The junior Ohio Senator was interested as well as the senior Ohio Senator, because it so happened that about 8 per cent of the members-elect are on their first terms and are expected to be serving their second terms when the election of Senator Hanna's successor takes place in the next Legislature.

The Hanna men assert that the Foraker men proceeded after the election to form slates for the organization of both branches of the Legislature, with ulterior views, notably that of the retirement of Hanna two years hence. The contest about two weeks ago broke out into open conflict, and now there are opposing tickets, composed of Foraker and Hanna men respectively, for the caucuses of both the Republican State Senators and the Republican Representatives. The opposing candidates are not limited to the presiding officers, but the factional lines are carried on down the list to clerks, sergeants-at-arms and everything.

Many leading Republicans from Ohio have visited Washington the past week, and none reports any prospect of peace or compromise, so the indications are that the contest will continue for almost three weeks longer.

CAPTURE OF RIO HACHA.

Colombian Liberals and Venezuelans Take the Town.

WILLEMSTAD, Island of Curacao, Dec. 15.—The Venezuelan General Vincente Sanchez, who is now here on his way from Maracaibo to Caracas, reports that 1000 Colombian Liberals, distantly supported by 4000 Venezuelan troops, captured the Colombian seaport town of Rio Hacha (on the northwest coast of the Guijira Peninsula), December 10, after Generals Clodomiro Castillo and Cirio Pupo both Venezuelans, had defeated 2000 Colombian Conservative troops near Treinta. (Treinta is about 30 miles southwest of Rio Hacha in Colombian territory.)

General Rafael Uribe-Uribe is directing that campaign from Maracaibo, where he has obtained lukewarm Venezuelan support. Upon learning of the Liberal victory at Rio Hacha, General Uribe-Uribe immediately proceeded south to the Province of Tachira. The Colombian Conservatives made an attempt to intercept him, but were foiled by means of a decoy armored train. Uribe-Uribe's forces are now moving along the Venezuelan-Colombian frontier. Their objective is said to be Bucaramanga, in Colombia, which it has been reported has been lost to the Colombian Government. The Liberals are also said to have taken possession of the capital of the Colombian district of Tolima.

Venezuela has renewed her war measures since the rejection of Chile's offer of mediation. Her present position is wakened by grave army frauds, implicating the eldest brother of President Castro. The followers of Castro's brother are dwindling away. The Venezuelan General Davila has also been charged with wholesale thefts of cattle on the Guijira Peninsula. Davila imprisoned the Mayor of Sinamaica, in Guijira, and caused the arrest of the chief of staff of General Vincente Sanchez. He has been replaced in Guijira by General Olivarez. The charges against him are brought by President Ferrer, of the State of Zulia. Ferrer has resigned his position in disgust. Davila has been formally accused of murder. It is said he is to be made military commandant of Caracas. Maracaibo is restless and a popular uprising is apprehended.

Relations Not Broken Off.

BERLIN, Dec. 15.—The report that diplomatic relations between Germany and Venezuela have been broken off is semi-officially denied.

Suicide of a Victoria Contractor.

VICTORIA, B. C., Dec. 15.—J. W. Fleming, a local contractor, was found dead this morning, hanging from a tree in Beacon Hill Park. He was reported missing by his wife last night, and as his stoneyard is on the harbor front, it was feared he had fallen into the water and been drowned. No reason has been ascribed for the suicide.

SUMMARY OF THE DAY'S NEWS.

Philippines.

General Bell adopts a concentration policy in Batangas Province. Page 2.

General Torres submits to the American authorities. Page 2.

An insurgent Major and 42 men were captured by Lieutenant Hennessy. Page 2.

Foreign.

Marconi will improve his wireless telegraph apparatus. Page 2.

The Argentine Government is studying Chile's reply. Page 2.

Botha was wounded in a recent engagement. Page 2.

Domestic.

One man was killed and 11 persons were hurt in a wreck on the Great Northern. Page 1.

Conductor's failure to obey orders caused the Illinois Central wreck. Page 1.

The Hanna-Foraker agitation is growing in Ohio. Page 1.

Eastern and Central Pennsylvania were visited by destructive floods. Page 2.

The backbone of the cold wave is broken. Page 2.

The House will take up the matter of war tax reduction after the holidays. Page 6.

Pacific Coast.

Chehalis County may lose its delinquent taxes. Page 6.

An O. R. & N. yardman was run over at The Dalles. Page 6.

Hold-ups are again frequent at Salem. Page 6.

Portland and Vicinity.

Arthur Venville, naval hero, killed in Philippines, was given military burial. Page 10.

Mrs. Henry Ingram sustains probably fatal injuries in runaway accident. Page 5.

Portland kindergartens will open today. Page 10.

Detective Joseph F. Reilly's clever work in solving mystery of Dalles train wreck. Page 9.

Captain of bark Pinmore will face board of inquiry Tuesday. Page 10.

Mount Tabor citizens elated over extension of free mail delivery. Page 8.

Thomas E. Wilson explains Lewis and Clark Centennial Club scheme. Page 10.

PUGET SOUND TRADE

Tacoma and Seattle Ship Large Quantities of Wheat.

CHEAP LABOR QUITE A FACTOR

Dock Grainhandlers Paid 20 to 25 Cents per Hour—The Primrose and Nelson Cases—Other Marine News.

TACOMA, Wash., Dec. 15.—So many unusual and unexpected factors have arisen in the wheat exporting business this season that it is more difficult than ever before to make an accurate forecast of the amount of wheat that will be handled by the three ports from which the entire crop of Oregon, Washington and Idaho will be shipped. Tacoma and Seattle have already broken all previous records, and Portland has done the same. Just at present the exports of the two Puget Sound ports are but a small percentage less than the shipments from Portland. The difference in Portland's favor at the turn of the year will be so small that Puget Sound papers are already becoming unduly excited over it and are making more extravagant claims than are warranted by the facts in the case. In an estimate printed in The Oregonian early in September it was shown that Puget Sound, through a record-breaking yield and much new acreage in territory which Portland could not reach would handle over 47 per cent of the crop of the three states. This estimate was based on an unhampered movement of the crop through the channels in which it would ordinarily flow. Unfortunately for Portland, a number of factors have arisen which have diverted much wheat and flour to Tacoma and Seattle. Lack of tonnage for handling the offerings of flour for the Orient early in the season diverted several thousand tons to Puget Sound ports. Later came the strike mutterings along the Portland water front, and exporters quietly ordered a number of vessels to Tacoma and Seattle which had been chartered to load at Portland, and incidentally ordered the wheat over the Cascade Mountains. Then came the weather embargo, which held back a large fleet of ships from the Columbia River, without keeping a corresponding number out of Puget Sound. To offset these three very prominent factors which had such a bad effect on Portland's shipping business, the only disadvantage suffered by Puget Sound ports was a car shortage early in the season. Even this did not cut down the exports to any appreciable extent, for the ships were held on demurrage until the wheat was brought in.

Tacoma Wheat Business.

Tacoma has made some great strides in the wheat business, and the new docks from which this business is handled are equal in every way to any in Portland. For quick dispatch, however, Portland will always lead the Sound ports, as the rise and fall of the tides through the day disarranges chutes, staging, etc., sufficiently to cause some loss of time that is never experienced at Portland. The stevedoring charges are 2½ cents per ton higher here for that reason. This extra charge for stevedores as a tax on the business is nullified however by the lower scale of wages paid the dock wheat handlers. The maximum rate paid wheat handlers on the docks in Tacoma is 25 cents per hour, and on one of the docks where the work is steadier than on the others but 22½ cents is paid. These wages appear to be sufficiently attractive to draw big crowds of men down to the docks every morning, and yesterday more were turned away than could be put to work. The claim is made for the Portland dock wheat handlers that the Portland dockmen are better at their business than those who are working on Puget Sound. This may be true in some cases to a certain extent, but the figures certainly show a percentage in favor of the Sound. A dock crew of 12 men with a foreman and inspector in one day last week put 700 tons of wheat on board a ship at Tacoma at a cost of less than 2¾ cents per ton. This cost included the foreman's wages at $4 per day and the inspector at $3 per day. This same firm of exporters on whose dock this showing was made are operating at Portland with men at 35 cents per hour, and while their figures are not obtainable, the fact that they are credited with ordering more ships here than any other firm would indicate that the results are less satisfactory than at Tacoma.

There is a very large floating population here from which dock crews could be recruited, but the greater part of the men employed are permanent residents of the city, and some of them are in quite comfortable circumstances. As a class they line up quite favorably with Portland men. While 22½ cents is the lowest price paid on the Tacoma docks, some of the grain docks at Seattle are paying as low as 20 cents. The work at Seattle, however, is not nearly as steady as that at Tacoma, and, accordingly, warehousemen are unable to secure as good a class of laborers, the Tacoma men probably proving cheaper at 22½ and 25 cents than the Seattle men at 20 cents. All of the wheat is loaded here with electric conveyors similar to those manufactured from Captain J. A. Brown's patent. The stevedoring work on the ships is all done by McCabe & Hamilton, the senior member of the firm being an old Portland stevedore, whose name is still used at Portland, although he is no longer connected with the firm of Brown & McCabe.

While most of the ships make use of the bottomless harbor of Tacoma as a dumping ground for ballast, some of them are brought alongside the docks and the ballast used for filling in, the hills which rise up from the water front having contributed about all that can be spared for that purpose. The lumber vessels, having no dumping ground at the mills, continue to use the bay for disposing of their ballast.

Many Portlanders Here.

With one or two exceptions the grain business is handled by Portland men, or men who made their start in that business in Portland. Alexander Balfie, for many years in charge of Balfour, Guthrie's business in Portland, is at the head of the firm in this city. The Puget Sound Warehouse Company, which has developed so rapidly in the past year that it can give the Pacific Coast Elevator Company a close race for supremacy in that line for first place, is managed by E. P. Noonan, formerly in charge of the Western Warehouse Company's system at Portland. His chief clerk is Mr. C. Heamer, an old Pacific Coast Elevator man. The Northwest Warehouse Company's business here is handled by Alfred Sutton, formerly manager at Portland for Eppinger & Co. The Puget Sound Flouring Mill Company, which is

(Concluded on Sixth Page.)