

Morning Oregonian.

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PORTLAND, OREGON, MONDAY, MAY 12, 1902.

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Burial of General Rosecrans.
WASHINGTON, May 11.—Ceremonies of an impressive character will mark the interment of the remains of Major-General W. S. Rosecrans at Arlington next Saturday. The remains are now on their way here from California. President Roosevelt is expected to attend with the members of his Cabinet. The Senate and House will be represented by committees, and Speaker Henderson will preside at the palladium. Where addresses are to be made by the members of the joint committee of Congress who served under General Rosecrans, including Senator Foraker and Representatives Hepburn, Grosvenor and Washington Gardner. The War Department will furnish a military escort, and the Civil War organizations of the District will send delegations. The arrangements are in charge of the Society of the Army of the Cumberland.

New Road Aiming for Denver.
GUTHRIE, O. T., May 11.—From information given out here today, it is ascertained that the Kansas City Southern Railway, with Henry Frick, of Pittsburgh, Pa., is back of the Fort Smith & Western Railway, now building from Fort Smith, Ark., to Guthrie, and that the final terminus will be Denver, Colo. Already the survey is being pushed toward Denver from Guthrie, and contractors have received notification from Frick that he will be personally responsible for the construction of the road and to rush the work.

Donations to Help Sufferers.
PARIS, May 11.—President Loubet has contributed 20,000 francs, and the Cabinet has donated 200,000 francs to the fund being raised here for the sufferers by the St. Pierre disaster.

MOUNTAIN SPLIT

Vomited Fire, Vapor and Sulphur.

TOLD BY EYE WITNESSES

What Two Steamship Officers Experienced.

WATER BOILED IN HARBOR

Molten Rock and Suffocating Fumes Penetrated Everywhere—Details Show Losses Greater and Greater.

The few details that have appeared increase the magnitude of the catastrophe in the island of Martinique. Extensive damage is reported from three other islands of the group, and it is feared the worst is not yet known. Eye-witnesses describe the scene as their conception of the end of the world. The narrative of two steamship officers is here given.

ST. LUCIA, B. W. I., May 11.—Captain Freeman, of the British steamship Roddam, a survivor of the terrible catastrophe at St. Pierre, Martinique, gives the following account of his experiences:

"The steamer Roddam, of which I am captain, left St. Lucia at midnight of May 7, and was off St. Pierre, Martinique, at 6 o'clock on the morning of the 8th. I noticed that the volcano, Mont Pelee, was smoking, and crept slowly in toward the bay, finding there, among others, the steamers Korona, the telegraph repair steamer Grappler and four sailing vessels. A wall of fire swept over the town and the bay. The Roddam was struck broadside by the burning mass. The shock to the ship was terrible, nearly capsizing her. I went to anchor between 7 and 8 o'clock, and hardly had I moored when the side of the volcano opened out with a terrible explosion. Hearing the awful report of flames approaching the steamer, the crew sought shelter wherever it was possible, jumping into the cabin, the forecastle and even into the hold.

I was in the chartroom, but the burning embers were borne so swiftly that they were swept in through the door and port-holes, suffocating and scorching me badly. I was terribly burned by these embers about the face and hands, but managed to reach the deck. As soon as it was possible when there, I mustered the few survivors who seemed able to move, ordered them to slip the anchor, leaped for the bridge and rang the engine for full speed astern. The second and third engineer and a fireman were on watch below, and so escaped injury. They did their part in the emergency, but the men on deck could not work the steering, because it was jammed by the debris from the volcano. We accordingly went ahead and astern until the gear was free, but in this running backward and forward it was two hours after the first shock before we were clear of the bay.

Only Light Came From Volcano.

"One of the most terrifying conditions was that the atmosphere, being charged with ashes, it was totally dark. The sun was completely obscured, and the air was only illuminated by the flames from the volcano and those of the burning town and shipping. It seems small to say that the scene was terrifying in the extreme. As we backed out we passed close to the Korona, which was one mass of flames. The steam was rushing from the engine-room, and the screams of those on board were terrible to hear. The cries for help were all in vain, for we could do nothing but save our ship. When I last saw the Korona she was settling down astern. This was about 10 o'clock in the morning. When the Roddam was safely out of the harbor of St. Pierre and its desolations and horrors, I made for St. Lucia. Arriving here and when the ship was safe, I mustered the survivors, as well as I was able, and searched for the dead and injured.

Some I found in the saloon, where they had vainly sought for safety, but the cabin was full of burning embers that had blown in through the port holes. Through these the fire swept as through funnels, and burned the victims where they lay or stood, leaving a circular imprint of scorched and burned flesh. I brought 19 on deck who were thus burned. Two of them were dead. The others survived, although in a dreadful state of torture from their burns. Their screams of agony were heartrending.

Out of a total of 25 on board the Roddam, which includes the captain and the crew, 10 are dead, and several are in the hospital. My first and second mates, my chief engineer, and my supercargo, Campbell by name, were killed.

Tons of Lava on the Ship.

The ship was covered from stem to stern with tons of powdered lava, which retained its heat for hours after it had fallen. In many cases it was practically incandescent, and to move about the deck in this burning mass was not only difficult, but absolutely perilous. I am only now able to begin thoroughly to clear and search the ship for any damage done by this volcanic rain and to see if there are any corpses in out-of-the-way places. For instance, this morning I found one body in the peak of the forecastle. The

body was horribly burned, and the sailor had evidently crept in there in his agony to die.

On the arrival of the Roddam at St. Lucia, the ship presented an appalling appearance. Dead and calcined bodies lay about the deck, which was also crowded with injured, helpless and suffering people. Prompt assistance was rendered to the injured by the authorities here, and my poor, tortured men were taken to the hospital.

Water at Boiling Heat.

The dead were buried, and I had omitted to mention that out of 21 black laborers that I brought from Grenada to help in stevedoring, only six survived. Most of the others threw themselves overboard to escape a dreadful fate; but they met a worse one, for it is the actual fact that the water around the ship was literally at boiling heat.

The escape of my vessel was miraculous. The woodwork of the cabin and bridge and everything inflammable on deck was constantly igniting, and it was with great difficulty that we few survivors managed to keep the flames down. My ropes, awnings, tarpaulins were completely burned up. I witnessed the entire destruction of St. Pierre. The flames enveloped the town in every quarter with such rapidity that it was impossible that any person could be saved. As I have said, the day was turned suddenly to night, but I could distinguish by the light of the burning town people distractedly running about on the beach. The burning buildings stood out from the surrounding darkness like dark shadows. All this time the mountain was roaring and shaking, and during the intervals between these terrifying sounds I could hear the cries of despair and agony from the thousands who were perishing.

The cries added to the terror of the scene, but it is impossible to describe its horror or the dreadful sensations it produced. It was like witnessing the end of the world. Let me add that after the first shock was over, the survivors of the crew rendered willing help to navigate the ship to this port. Mr. Plissonneau, our agent at Martinique, happened to be on board, was saved, and really I believe that he is the only survivor of St. Pierre. I was severely burned on the hands and face. (Signed) FREEMAN, Captain British Steamship Roddam.

ANOTHER SURVIVOR'S TALE.

How the Mountain Split and Filled Sky With Fire.

DOMINICA, May 11.—Among those miraculously saved from our steamship, the Roddam, and brought by her sister ship, the Korona, to Port de France, was First Officer Scott. He is a most intelligent man, and though severely burned and much shaken by his experience, he tells a thrilling story. That story I send, believing it is the first to be cabled to New York, as the full personal narrative of a survivor of the awful catastrophe of May 8.

R. H. GORDON.

Agent Quebec Steamship Co.
Dominica, B. W. I., May 11.—It was about daylight on the morning of May 8 when we sighted the island. We had run through a thunder storm and we steamed ahead for St. Pierre and at 6 o'clock was at our anchorage off the Place Bertin landing. When the agent with lighters and stevedores came alongside and told us that Pelee had been acting ugly ever since Saturday and that there had been quite a heavy fall of hot sand or dust over St. Pierre itself. However, the volcano seemed to have quieted down and we got the stevedores to work smartly. There were about 18 other steamers and coasting craft anchored as we were in the open harbor, one of them being the Tamaya, a bark from the French port Nantes, her captain being called Moritz or Maurice. Then there were four other large sailing vessels. The British steamer Roddam put into the berth next to ours and let drop her anchor.

Like the End of the World.

Then something happened. There was a shaking in the air so that I felt as though some one had footed me. Then some man near me said: "My God, look at that!" He was looking at Pelee and every soul on board looked, too. I can't describe what I saw, of course, but my first thought was that the end of the world would look just like that. It was just as though the mountain had been blown up by all the dynamite in the world. First of all a great pillar of flame rushed straight up in the air, then it opened out wider than the mountain itself and came roaring down out of the sky upon us. Some of us, with Moxley (second officer) rushed to the forecastle head to leave the anchor. I saw the captain shouting orders and I saw McEfer, the engineer, drop below. As we reached the ship's head the fiery cloud was upon us. Red hot stones, scalding mud and roil splashes of flame dropped and clattered all over the ship. There was another roar and with it all the water in the harbor seemed to gather up and rush and rush upon the shipping. Every craft heeled over to the great tidal wave and seemed to career and sink.

When the wave struck us, it flooded us fore and aft, sweeping away the masts, funnel, all the boats save one, and all the rifle of the deck. There was a ventilator at hand and to save myself I leaped into it by the force of the wave. A couple of stevedores pulled me out of the ventilator and dragged me into the stateroom. There I remained, half dazed for quite a time, during which the ship rolled and the fire and rocks battered the decks. Now and then a charred and shrieking sailor rolled down the hatchway and died as he came, so that quite a pile of corpses lay over me.

Fallen From Under Corpses.

Some one pulled me from under these, and I clambered to the deck and began turning a hand toward saving the injured, who were lying all about, though even some red-hot stones and mud were falling. As I was about this work, Captain Muggah came along. I knew him by his clothes, though these were smoldering, but his face was scorched beyond recognition. "Lower the boat!" I could not obey his orders, however, for the boat that was left by the tidal wave was burned full of holes by the flaming rain. I saw no more of the captain after that.

(Continued on Second Page.)

ON OTHER ISLANDS

Damage is Not Confined to Martinique.

FEARS FOR THE WHOLE CHAIN

Efforts to Reach the Stricken City of St. Pierre Finally Successful—France Grateful to the United States.

LONDON, May 12.—A dispatch to the Times from St. Thomas, D. W. I., says that St. Pierre was destroyed in the twinkling of an eye, and that not 40 of

that a man who has just returned from that island went within 100 yards of the boiling lake there and found the water had disappeared and that from a vent 10 feet in diameter in the center, was a column of steam that rose to a height of 20 feet before spreading into the atmosphere. That district, otherwise, was apparently unchanged, but the sulphur gases were very strong.

Guatemala Starts a Subscription.
SAN FRANCISCO, May 11.—Lendall M. Gray, manager of the Kosmos Steamship Line, has received a letter from E. K. Pearce, special agent of the Kosmos Line, at Guatemala, giving further particulars of the terrific earthquake in that country April 18. The letter is dated six days later. The writer says public subscriptions have been started by the Guatemalan Government for the relief of the homeless. "It is feared," says Mr. Pearce, "that the loss of life was very large, but it will be impossible to form any idea of the number of deaths until the ruins shall have been cleared away. The City of Ocos has been almost knocked to pieces, the coffee warehouses, agency house, hotel and other structures being destroyed. It is impossible for me to convey any clear idea of the true state of affairs. There is hardly a coffee plantation of any description that has escaped. Machine-

A RICKETY PLATFORM.



the inhabitants of the city escaped. Some of the outlying parishes of the island of Martinique have been inundated. The whole northern portion of the island is burning, and has been denuded of vegetation, and is a rocky wilderness. The latest news received here from St. Vincent, continues the correspondent, says the number of dead there is supposed to reach 500, the majority of whom have not been buried.

It is reported that Port de France, island of Martinique, is threatened, concludes the correspondent, and there is fearful tension everywhere. Successful attempts have been made to reach St. Pierre. Cabling from St. Lucia, the correspondent of the Daily Mail says the town is a heap of ruins and dead bodies are lying all around. Few ever will be recognized, so great is the mutilation and distortion.

Search parties have found 3000 charred corpses on the site of the Cathedral. All appear to have been asphyxiated at first. Not a soul was found alive in the whole town.

OTHER ISLANDS DAMAGED.

Great Distress on St. Vincent and Dominica.

ST. THOMAS, D. W. I., May 11.—Advises received here from the island of Dominica today say that boats arriving there report that many persons were drowned while crossing Dominica from the island of Martinique, where some of the out-parishes have been inundated. The eruption of Mount Pelee (Martinique) continues. The lava is progressing northward. The whole northern region is now a rocky waste, denuded of vegetation.

Reports from the island of St. Vincent say that up to the afternoon of Friday over 200 deaths had occurred there owing to the volcanic outbreak on that island. Definite news, however, is lacking. Many estates were destroyed and steam and ashes were belched forth from 7 in the morning until 9:30 at night. The eruption is now invisible at Kingston. Huge dust clouds were blown eastward. Great distress prevails at St. Vincent, where there are many injured persons. It is believed that about 5000 persons have lost their lives at St. Vincent. The majority of the corpses are still unburied. The British royal mail steamer Solent has gone from Barbadoes to Martinique with supplies and doctors. From the island of Trinidad the British royal mail steamer Kennedy has gone to Port de France. The British second class cruiser Indefatigable is on her way from Trinidad to St. Vincent with stores for the relief of the sufferers there.

A dispatch just received here (S. P. M.) from the island of Dominica (B. W. I.), says

WILL WIN IN JUNE

Republicans Are Sure of Success.

MAJORITY MAY BE 15,000

Furnish and Entire Ticket Gaining Strength Fast.

LEGISLATIVE NOMINEES SAFE

Tongue Will Have Increased Vote—Williamson Will Get Full Party and Some Democratic Support—Outlook in Multnomah.

Election of Oregon will declare for Republican policies on June 2 by a majority of 10,000 to 15,000 votes. Representative Tongue, for Congress from the First District, will have an increased majority over two years ago. J. N. Williamson, from the Second District, will get his full party vote, and considerable Democratic support in Eastern Oregon, for the firm stand he has ever taken against leasing of the public ranges. W. J. Furnish is gaining strength daily, and his popularity in Eastern Oregon will go far toward offsetting the "vote for personal reasons" which the Democrats credit to Chamberlain in the Willamette Valley. A careful canvass of the situation shows much of the Democratic candidate's strength is fancied. Linn, a Democratic stronghold, may go for Chamberlain by reason of his former residence there, but Republicans contend they have a good fighting chance. In nearly every county the Republican ticket is certain of success. The result of the local elections will be mixed, but it is generally conceded that the Republicans will elect a large majority of their nominees.

So far as the state ticket is concerned, Multnomah County is safely Republican, and the majority will not vary much from that of two years ago, 5000. It is to be expected that Furnish will run behind his ticket here, for this is Chamberlain's home county, and he will get the support of some Republicans who are either disgruntled or who are his personal friends. On county matters, neither lives in Multnomah County, and no particular fight is being made in behalf of either. The Republican nominee will have a majority of 5000 or over in this county. Republican leaders are confident that all the other Republican votes that can be controlled by S. C. Spencer, the former Republican, who is now assistant engineer of the Multnomah fusion campaign, will also lose the votes of those Republicans who believe they should scratch their ticket because of their personal friendship for Chamberlain. He will receive the support of Democrats who have protested year after year against fusion with other parties or pieces of parties, and who have come to the conclusion that the only way to purify their party's local politics is to help defeat that style of politics. The number of these Democrats is not small. Few of them talk openly of their intentions, but quietly they announce that they will no longer participate in a fight for office at the sacrifice of principle. They believe that the Democratic tub should stand on its own bottom. Furnish will also get the support of those Democrats who, while having nothing against Mr. Chamberlain, believe that Mr. Furnish is the better fitted for the office of Governor.

With all these elements introduced, the general opinion is that Chamberlain will get more than his party vote in Multnomah County. Conservative Republicans estimate that he will lose 500 votes, making his majority 1000 less than that of the ticket. A conservative Democrat, speaking not for campaign purposes, says that he expects Chamberlain to get 1000 Republican votes, cutting the Furnish majority down 2000 votes. In this estimate he made no allowance for loss of Democratic votes. At the Democratic estimates Furnish would carry Multnomah County by 2500, while, according to the Republican estimate, he will carry it by 4500. Of course, there are Democratic leaders who talk about Chamberlain carrying the county, but nobody considers that opinion founded upon an unbiased view of the situation.

Judge Williams will get all the Republican vote except that of the few who are participating in the bolt with Spencer. He will get the support of those hundreds of Democrats who have known him these many years who appreciate his great ability, who admire his spirit of fairness, and who desire to honor the city by making him its Mayor during the exposition in 1905. Present indications are that he will receive about the usual party majority.

BAKER COUNTY.

Result Will Be Close on State and Legislative Ticket.

BAKER CITY, May 10.—The election in Baker County will be very close, and both parties appear sanguine of success. The county has gone Democratic at the last two elections, and for this reason the Democrats assert that their chances are the brightest. Four years ago the Democrats carried the county for the state and Legislative tickets. The vote for Governor in 1898 was King 1403, Geer 1391. In 1900 W. E. Grace, Democrat, was elected representative of the county for the state and Legislative tickets. This year W. J. Furnish and C. W. Fulton leave for Independence today. Page 12.

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