

# Morning Oregonian



VOL. XLII. NO. 13,146.

PORTLAND, OREGON, THURSDAY, JANUARY 29, 1903.

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### Hurrying Repairs on Warships.

NORFOLK, Va., Jan. 28.—Rush orders were received at the navy-yard here today from Washington to hurry work on all ships undergoing repairs. The cruiser San Francisco has been at the yards for some time and is being repaired, and an extra force of mechanics was placed aboard her today to fit her for sea service. The Frigate is ordered to be ready for service by Saturday of this week.

## ANKENY THE MAN

Nominated for Senator by the Caucus.

### HIS ELECTION IS ASSURED

King County Members at Last Break Away From Preston.

### LAST JOINT BALLOT DECISIVE

After Repeated Separate Caucuses, Twelve King County Men Sign Caucus Call and End the Deadlock—Preston Men Angry.

Levi Ankeny of Walla Walla, was last night nominated for United States Senator from Washington by a caucus of Republican members of the Legislature. He received 58 out of 76 votes.

This result was brought about by the failure of Preston to show additional strength after Wilson's withdrawal.

After continuing caucusing, 12 of the King County members signed the caucus call, bringing the total to 78, more than enough to elect.

The nomination was made unanimous.

OLYMPIA, Wash., Jan. 28.—(Staff correspondence.)—The greatest Senatorial fight ever held in the State of Washington, came to a sudden end this evening, when Levi Ankeny received the Republican caucus nomination for United States Senator. When the term "greatest" is used it means considerable at Olympia, for there have been some contests that will live in the political history of the state, but all things considered, the big fight that was ended tonight has never had an equal.

It was the third time Mr. Ankeny had sought the nomination, and he has profited by the mistakes that have lost him the nomination in the past, and this time came down to Olympia with the finest organization that ever assembled for the purpose of landing a candidate in the United States Senate. As was predicted in "The Oregonian" two weeks ago, the outcome of the contest could not well be anything but Ankeny's election or a deadlock. This situation, from which there was no escape, was practically admitted by his opponents a week ago, and since that time all of their energies have been centered on trying to bring about a deadlock, and once or twice they have come very close to accomplishing the end sought. There was a decided aversion to deadlocks among some of the anti-Ankeny men, and the failure of Preston to tie them up so as to complete his deadlock weakened his candidacy to such an extent that he has never been a dangerous adversary so far as the possibility of his election was concerned. Aided by John L. Wilson and Governor McBride, however, he has caused the Ankeny people many anxious moments in the past two weeks.

The appearance of Jacob Furth in the fight last week caused a temporary postponement of Ankeny's election, but, as stated at the time, it was merely staving off the inevitable, for it was absolutely impossible for Preston to hold his men in line. Some of them were willing to go down the line with him, but would have none of the railway commission bill, with which McBride had weighed him down. Others who, by force of circumstances, were lined up as Preston men, cared but little for the Seattle man himself, but were so strong in favor of a commission bill that they were willing to go to a considerable length with him, in order that they might get the bill through. These irremovable features of his support were enough to weaken him beyond hope, even though they collectively might have a strength equal to that of Ankeny, and this showing never could be made. The highest vote that Preston has had since balloting commenced 10 days ago was 44, and on the day that he received that number Ankeny had 55.

### The Trial Ballot.

Previous to the break in the Wilson forces, which began today, the Preston men claimed that they would get more of Wilson's votes than would go to Ankeny. It may never be known just how the Wilson vote will be divided, for six of the friends of the Spokane man continued voting for him today, although he had released them yesterday. Of the others, two voted today for Ankeny, and one for Preston. The 11th and 12th ballots taken in joint session today showed the final result: Ankeny 56, Preston 44, Wilson 6, Allen 6, Turner 2. Yesterday, one of Ankeny's best men, was paired with Gleason, a Preston supporter, so that the strength of the two leaders in a full vote on the last ballot taken before the caucus would have been Ankeny 57, Preston 45.

This demonstration of the fact that Ankeny actually had 57 votes, or a majority of the Republican members of both houses, was the last straw, and after the joint session dissolved there was an increase in the crowd that was moving toward the Ankeny band wagon. Walter Christian, who has been the active manager of the Ankeny campaign, has been working hard with his caucus call for several days, and up to midnight Tuesday had failed to get more than 28 names to it. Shortly after noon it began to swell, and at 6 o'clock this evening 50 had been added. King County, which has been watching the steady increase in the Ankeny forces with considerable uneasiness, has for several days been fearful that the Walla Walla

candidate would come through a victor without having any support from them. Their loyalty to Preston, however, has held them in line until today, when the failure of Preston to show them where it was possible for him to be elected unless they voted for the commission bill caused them to go into caucus and end the control which has not only held up the business of the Legislature, but has created very hard feelings among the members of the opposing factions.

### Break in King County.

After a stormy meeting of the King County delegation this afternoon the following 13 of the King County men went over and joined the caucus call: Van de Vanter, Kinnear, Smith, Carle, Clark, Brown, Jeffries, Levy, Comstock, Lyons, Weir and Morrill.

Life within the King County delegation for the past 24 hours has been a constant round of caucusing. When his three-hour session broke up about midnight last night it decided to meet again this morning at 10 o'clock. There was not a full attendance and a further postponement was made until noon. This session was short but breezy, and the word war with a few profanities was exchanged. The members of the delegation insisted that as Preston had failed to show any further strength and Ankeny had shown a sufficient number of votes to secure in open balloting a majority of all the Republican votes in the Legislature, it was practically useless for them to hold out longer. They contended that the strength shown by Mr. Ankeny warranted the belief that he could win out without the aid of King County, in which event they would get absolutely nothing out of the fight. They had been repeatedly assured that it was impossible for Preston to secure any more votes unless the members of his delegation voted for the commission bill. They adjourned and met again at 4 o'clock, and no results followed, and it was then that the dozen above mentioned signed the caucus call and practically ended the fight.

### Nominated on First Ballot.

When the call had received 73 signatures, word was passed around, and the hour set for 8:30 at the Statehouse. The meeting was called to order by Senator Hamilton, of Pierce, who, with Senator Baker, of Klickitat, has ably assisted Walter Christian in leading the fight for Ankeny. Hamilton nominated Dr. Smith, president of the Senate, for chairman, and Joseph H. Mott, of Thurston, for secretary and assistant secretary. No time was lost in the preliminaries, and the nominees took charge amid great applause.

Roll call disclosed the following Republicans absent: Angie, Benn, Butler, Cole, Collins, Crow, Dickson, Dilling, Dix, Emery, Field, Frostad, Gleason, Gordon, Hammer, Henrich, Henry, Howard, Jones, Lewis, Lindsey, Lyons, McKenney, Molestad, Moultray, Palmer of King, Parcell, Peacock, Pogue, Raine, Sharp, Tibbets, Tucker, Warburton, Williams, and Weir.

The formality of nominating speeches was dispensed with and the roll was called with the following result:

For Levi Ankeny—Allis, Baker, Bassett, Baumister, Brewer, Clapp, Condo, Cordis, Cornwell, Craig, Grandt, Davis, Delanty, Denton, Dunn, Durham, Easton, Eldredge, Ferguson, Fletcher, Griffin, Halley, Hamilton, Hastings, Jones, Lewis, Lindsey, Lyons, McKenney, Molestad, Moultray, Palmer of King, Parcell, Peacock, Pogue, Raine, Sharp, Tibbets, Tucker, Warburton, Williams, and Weir.

For Harold Preston—Brown, Clark, Clarke, Comstock, Jeffries, Kinnear, Levy, Morrill, Potts, Van de Vanter, Weir, Wilson of Kittitas, Mr. President—It.

For John L. Wilson—Merrill, Morgan, Roth—3.

For John B. Allen—Phibbrick, Ranck—2.

G. R. Wilson, who voted for Ankeny at the joint session today, was absent from the caucus, although he had signed

(Continued on Page 7.)

### CONTENTS OF TODAY'S PAPER.

National Affairs. Anti-Imperialist Senators attack Army officers. Page 3. Quay will allow canal treaty to be ratified, but has new scheme to carry statehood bill. Page 2 and 7. Tupper says Canada will lose by Alaska boundary arbitration. Page 2.

Domestic. Passenger trains on the Southern Pacific ousted near Tucson, and 29 persons are reported to death in oil. Page 1. Death toll by Graceland wreck reaches 20, and may be greater. Page 7. Strike commission may inquire into cause of coal famine. Page 6.

Foreign. Agreement in Venezuelan negotiations may be reached today. Page 3. New Austrian and Russian tariffs raise duties on American products. Page 3.

Senatorial Elections. Long formally elected Senator in Kansas. Page 3. Address declares open war on regular Republican in Denver. Page 3. Teller's certificate of election issued and contest dropped. Page 3.

Northwest Legislatures. Ankeny nominated by Republican caucus at Olympia. Page 1. Fulton's gain of one vote causes no excitement. Page 1. Farmers object seriously to Davey's anti-trust bill. Page 3. Greater Salem charter bill passes Legislature. Page 5. Validity of referendum is doubted. Page 4. Claims of Indian War Veterans may not be valid. Page 5. Washington legislature finally passes jury bill. Page 5.

Pacific Coast. Ex-Senator John R. Allen dies at Seattle. Page 6. Three men are killed in snowslide in Utah. Page 6. Canadian Pacific has decided to build to Spokane. Page 10.

Commercial and Marine. Review of the week in local markets. Page 15. Withdrawal of cut rate on salmon chums. Page 15. Further decline in wheat at Chicago. Page 15. Stock trading at New York the lightest of the year. Page 15. Wheat cariers at Portland and Tacoma. Page 15. Marine engineers' strike called off. Page 14.

Portland and Vicinity. Executive board ratifies appointments and raises salaries. Page 16. E. R. Conway, millionaire manufacturer and politician, visits Portland. Page 12. State must move lively to get benefit of Government irrigation appropriation. Page 11. Chief of Police announces intention to sweep North End clean. Page 10. New railroad is building from Columbia River to Cowitz County coal mine. Page 10. Willamette freight reaches its crest. Page 16. Legislature will be asked to adopt a new seal. Page 11.

## WAS LOOKED FOR

### Farrar's Move to Fulton Not Unexpected.

### IT CREATES LITTLE STIR

### Astoria Candidate Is Still Twelve Votes Short.

### R. D. HUME MAY ARRIVE TODAY

Representative Adams Also Expected Soon—Both Sides Claim Their Votes—Arrival Will Relieve Fulton of Curious Dilemma.

Fulton	.....33
Geer	.....16
Wood	.....17
Scattering	.....29
Absent	.....4
Total	.....99

SALEM, Or., Jan. 28.—(Staff correspondence.)—Senator Farrar, of Marion, left the Geer column today and joined his fortunes with Senator Fulton. The total of the Clatsop County Senator is now 33, and he is still 11 or 12 short of an election, not counting his own vote. Representative Hume is supposed to have left San Francisco Monday for Salem, and if he arrives tomorrow he will swell the Fulton aggregation to 34. Representative Adams has not come, and it is not known definitely when he will be here, if at all. He is claimed by both Fulton and Geer.

If he comes, Adams will relieve Mr. Fulton of a somewhat curious dilemma, however the Umatic County Representative may decide to line up. There are 50 members of the Legislature, and a majority of all present and voting in joint convention is sufficient to choose a United States Senator. If all others are present and voting, it is obvious that Senator Fulton loses nothing by absenting himself, when he will be here, if at all. If Mr. Fulton is absent, it will be sufficient, if Adams remains away, Fulton can prevent the loss of his own vote only by coming in and voting for himself. In other words, with Fulton and Adams out, it will still take 45 to elect. If Mr. Fulton were then to be present and vote for a friend, he would be voting against himself and would not help to make a number necessary to make a choice less than 45.

It is not probable, though, that Mr. Fulton is at the present time giving himself any great concern about this interesting phase of the situation. He can cross that bridge when he comes to it, if he ever does. He thinks if he can ever get 44 he will have no great trouble getting the balance, whether it is 45 or 46, and in that event he will not have to draw on the reserve strength which he carries in his own vote.

### Farrar's Move Was Expected.

The defection of Senator Farrar from the Geer camp had been quite well advertised across the Capitol this morning, so the members were well prepared for it. It has long been known that the Marion County Senator was anxious to settle the Senatorial problem speedily. He has heretofore expressed himself as willing to go into a caucus, and has stood on a somewhat complicated resolution adopted by the Marion County Republican Convention last Spring. It was substantially

in favor of a caucus to compromise not less than three-fourths of the Republican membership, but no less than a vote for any one candidate equivalent to a majority of all the Republican members should declare a choice. Senator Farrar's position was quite clearly stated in a conference of the Geer supporters last night, when he said in effect that he was likely to go to the leading candidate at any time. The Geer people say that as they had for some time been fully cognizant of Farrar's attitude and his probable action they were not unprepared, for they have now 16 in their ranks, and they say there are no more weak spots.

Mr. Farrar's remarks today were enthusiastically received by the Fulton men, but if they expected a stampede they were disappointed. It is altogether too early in the contest to look for a stampede in any direction. Where is Mr. Fulton going to get the remaining 10 or 12 votes? The Geer men say he cannot get them from them, and they pass the problem up to Multnomah County, and ask what that delegation is going to do. Mr. Fulton's friends look wise and say that they will have the votes all right, and point out that heretofore when they have promised to gain a vote they have fulfilled their promise. They have grown steadily from 25 to 33. Their progress has been slow, but it has progressed all the same. They do not claim, however, that the vote for tomorrow will show changes unless it should be that Mr. Hume arrives. It looks now as if the end of the week will find all the candidates in the same relative positions as at present, and that the great tug-of-war will be resumed next week.

### No Change This Week.

In any event, the week is practically certain to pass without the election so fondly hoped for by the friends of Mr. Fulton. While it may be that each day's events do not diminish the undoubted confidence of his followers, there is as yet no evidence that the determination of the opposition is shaken. Multnomah County as yet stands firm, and Mr. Fulton can scarcely hope for success unless it gets some of its 19 Republican votes.

### FARRAR GOES TO FULTON.

Marion County Senator Changes His Vote.

SALEM, Or., Jan. 28.—(Special.)—One more vote was added to the Fulton column today, and it came from Senator Farrar of Marion. There were many whisperings around that a break would occur in Marion County, so that when Farrar's name was reached all eyes were turned expectantly toward him. He answered "Geer," and the crowd settled back into the belief that there would be "nothing doing." At the end of roll call, however, Senator Farrar, who was sitting just in front of the clerk's desk, arose and turning toward the body of the House, spoke as follows:

"We as legislators of the State of Oregon, and we know what our duties and responsibilities are. We were elected here to carry out the will of the people. We have met here from day to day, but have so far failed to make a choice for United States Senator. The man of our choice ought to be the man elected in accordance with the will of a majority of the people. There are seventy-three Republicans in this joint convention. It is their duty to come together and make a choice of a Republican for Senator. I am willing to lay aside my prejudices and assemble with other Republicans to settle this question. It is wrong for us to meet here day after day and vote for a man who we know cannot be elected, and whom some do not want elected. It is the duty of the small body to come to the larger. If we cannot settle the matter in caucus, let us settle it here. I therefore propose to ask the president to change my vote and to record it for Charles W. Fulton."

The loud cheer that followed the Marion County Senator's brief address showed that the Clatsop county candidate has many friends and admirers here. When the noise had subsided, President Brownell announced the result of the vote as follows:

For C. W. Fulton—Booth, Both, Brownell, Carnahan, Carter, Cornett, Dimech, Eddy, Edwards, Emmitt, Farrar, Gault, Ginn, Hahn, Hale, Hansbrock, Herrmann, Hines, Harris, Huntley, Kuykendall, LaFollett, Marrett, Miles, Paulson, Phelps, Purdy, Randall, Riddle, Sholley, Smith, Yambill, Webster and Williamson—33.

For T. T. Geer—Burgess, Croisan, Daly.

(Continued on Page 6.)



## ROASTED IN OIL

### Passengers on Southern Pacific Killed.

### TRAINS MEET FULL SPEED

### Oil Tanks Burst and Pour Contents on Ruins.

### MORE THAN TWENTY ARE DEAD

### Operator's Fatal Forgetfulness Causes Disaster Near Tucson—Survivors Unable to Reach Ruins to Make Rescue.

Two passenger trains, going full speed, collided head-on near Tucson, Ariz., on the Southern Pacific Railroad, yesterday.

Both locomotives burned oil, and the oil tanks burst, so that the fluid poured over the trains and set them on fire. The heat made rescue impossible, and 20 persons are known to have been burned to death, 16 of them beyond recognition. Other bodies are believed to be in the wreckage, with disastrously fatal results.

The collision was due to the forgetfulness of an operator in not delivering orders to one of the trains.

### Names of Dead.

John Bruce, Tucson, engineer.  
R. White, Tucson, engineer.  
George McClrath, Tucson, fireman.  
J. M. Hilton, capitalist, Cambridge, Mass.  
Sixteen dead unidentified.

### The Injured.

Seriously injured:  
Fred Donahue, Battle Creek, Mich.  
Ben Sawyer, mail clerk, Tucson.  
Abner Sullivan, New York.  
C. S. Gilbert, fireman, Tucson.  
Ben McBrayhill, New Hampshire.  
Slightly injured:  
Frederico Romero, Juarez, Mexico;  
Michelosen, Tucson; W. H. Markham, Saginaw, Mich.; H. M. B. Boehme, baggage-man, Tucson; F. S. Adams, Cambridge, Mass.; R. Pesquira, Hermosillo, Mexico; W. B. Walter, Tucson; Miss Irene Millington, Phoenix, Ariz.

### Operator Forged Orders.

Train No. 1, which originally was No. 3, but which was several hours late and running as No. 7, stopped at Valls Station at 2:30 o'clock this morning. It was in charge of Conductor G. W. Parker and Engineer Jack Bruce, one of the oldest and best-known engineers in Arizona. The conductor and engineer were furnished with orders for a passenger train at Wilmot Station. There was another order at Valls Station—no. 8, known as the Crescent City Express, carrying the diamond. This order, which was the important one, the operator failed to deliver and the limited pulled out with the right of way and with no orders concerning No. 8.

When six miles west of Valls, running at a speed of 50 miles an hour and rounding a sharp curve, No. 8 crashed into No. 7, running 45 miles an hour. The crash and scenes immediately following were beyond description. So great was the impact from the two flying trains that the engines reared up like two animals engaged in combat and crushed the boilers like shells. The cars immediately in the rear reared upon the mass of heated iron and piled up in an indiscriminate and frightfully tangled mass.

Oil Burns Ruins and Bodies.

Fire broke out at once. The flames, fed by the oil from the broken tanks of the engines, quickly communicated to the cars and the whole mass was soon in flames. Those who were able to escape from the cars in the rear of the trains quickly came to the rescue. But all their efforts went for little, as the pile of debris was heated to such a degree that the workers could not approach near enough to do any good. Smoke from the burning oil and cars, as well as escaping steam, blinded all those who got near the flames.

Even in the face of all these obstacles, the passengers and trainmen who were able to be of any service whatever rendered noble aid to the wounded. Many of these were quickly removed and taken to places of safety at the side of the tracks. It is declared by passengers who were brought to Tucson on the relief train that oil from broken tanks ran in streams down each side of the track. When this inflammable fluid took fire, it rendered work of rescue very difficult and dangerous. It is declared that the mass of the wreckage was heated to a white heat by the intense fire.

A Pullman sleeper on the rear of train No. 8 was detached by the tremendous force of the collision and ran down the grade into Tucson, crashing into a switch engine. Both the engine and the sleeper were damaged to a considerable extent. The arrival of the runaway sleeper was the first news of the wreck to reach Tucson, although it had been unthoughtfully stated that Operator Clough, at Valls, learning of his fatal error when No. 7 had departed, told the dispatcher's office at Tucson that a wreck would occur. Soon after the Pullman car ran into Tucson a brakeman arrived from Valls, bringing news of the wreck. His reports were that the dead would number from 25 to 50.

### Relief Train Arrives.

A relief train was quickly made ready, and Dr. Fenner, the railroad surgeon at this point, with two assistants, was hurried to the scene. They found a terrible

(Continued on Page 14.)