

CREWS DOOMED

Steamer Pounding to Pieces in Dense Fog.

ASHORE ON FIRE ISLAND

Captain Refused Aid of Life-Savers Yesterday.

NO BOAT CAN LIVE IN GALE

So Dense is the Mist That the Stranded Drumzeizer Cannot Be Seen From Shore, Only Two Hundred Yards Away.

NEW YORK, Dec. 27.—Efforts to learn whether Captain Nicholson and the crew of the British steam steamer Drumzeizer are still aboard the vessel, which is aground on the bar at Fire Island, have been unsuccessful and tonight the life-savers are still watching from the beach in the hope of communicating with the ship.

Hidden in a black fog and pounded by fierce seas rolling from the southeast, the steamer tonight was in imminent danger of going to pieces. If her captain and crew of 23 men are still on the ship, they face almost certain death in the heavy surf breaking over the sandy beach. The captain would not let the life-savers take off his crew yesterday when the seas were not running so high, and today it was too late to help them. No lifeboat in the world could be launched in the teeth of the gale that was plowing up and down the shore.

The fog was so thick that the stranded vessel could not be seen from the shore, 200 yards away. Two tugs were sent to the vessel last night, but as no report was received from them today, it is thought they may have left her to escape the storm.

NEW YORK HARBOR COLLISION

Panic Caused Aboard Ferry-Boats Loaded With Passengers.

NEW YORK, Dec. 27.—A collision on the river resulted from the thick weather during the morning rush hours. The ferry-boat Chicago, of the Pennsylvania Line, loaded down with commuters, was run into by the New Haven Railroad's big steam transport Maryland in the North River, just off Cortlandt-street slip of the Pennsylvania ferry. The transport crashed into the rear of the ferry-boat and tore away a large part of the deck-work over the stern. No serious damage was done to the hull.

While a dense fog hung over the river and harbor, this afternoon, the ferry-boats Bergen and Massachusetts, of the Lackawanna Line, crashed into each other near Hoboken ferry slips, and for a few minutes there was a wild panic on both boats. The Bergen had left the New York side, and was approaching the New Jersey side under reduced speed, crashed into her. Except for slight bruises, no one was hurt, and neither boat was seriously injured.

Rain and Sleet in New York.

NEW YORK, Dec. 27.—Rain and sleet, with a rising temperature, followed yesterday's snow storm, having greatly impeded traffic in and about New York. Telegraphic communication has been considerably handicapped, and all through trains from the West and North are delayed, owing to slippery rails.

In the city the rain and sleet, freezing as soon as it struck the ground, made walking hazardous and inconvenient, and whenever there was a grade on the surface roads there was great trouble. On the elevated lines brilliant electric displays marked the passage of trains over the ice-coated third rail.

As the rain descended, it froze in a firm layer on all exposed rails, and because of the holiday an unusually small number of cars were run in the boroughs, and the ice had plenty of time to form. On the Brooklyn elevated line trains supposed to run in half an hour from the bridge to the end of the line required nearly two hours for the trip.

The rain, sleet or drizzle, with the temperature only half a degree below freezing, was welcomed by the Bureau of Snow Removal, but it was admitted if the temperature should fall much further, instead of raining there would be gloom. The snow packed in the streets would freeze, and it would require great efforts to break it loose.

In addition to the delay caused by sleet, the congested traffic of the upper harbor and the North and East Rivers, crowded with ferryboats, was hampered by a fog so dense that it was still almost dark at 7:30 A. M., and ferryboats bringing the thousands of people employed in this city from Jersey City and Brooklyn picked their way slowly from slip to slip in constant danger of collision.

BLIZZARD IN THE SOUTHWEST

Heavy Snowfall is Piled Up by Heavy Winds.

KANSAS CITY, Dec. 27.—This portion of the Southwest today is in the grasp of a genuine blizzard, the first severe cold weather of the winter. It extended through Missouri, into Nebraska, Iowa and Oklahoma and Indian Territory. Snow fell to a depth of nearly a foot and, driven by a high wind, drifted badly. Street-car traffic in Kansas City was demoralized, while railway trains in every direction were delayed and some stalled.

At some points, particularly north of Kansas City, in Iowa and Nebraska, telephone and telegraph wires were rendered useless by sleet and for many hours communication north of St. Joseph into those states was impossible.

The thermometer is close to the zero mark, showing a fall in temperature since midnight of 11 deg., and a fall within 24 hours of 25 deg. More snow, with a continued fall in temperature, was predicted.

The snow storm ended tonight, but the temperature is expected to go down to zero or lower before morning. At 9 o'clock the thermometer registered 8 degrees above zero. Cars are running on all of the street-car lines tonight. Be-lievable trains are arriving at the Union Station from all directions.

COURSE OF THE STORM.

From Oregon Coast to Texas, and Now in Mississippi Valley.

WASHINGTON, Dec. 27.—Reports to the Weather Bureau today say the storm

that reached the Oregon Coast Saturday morning moved southeastward to the Texas coast, where it was central Monday morning, and then moved to the Missouri Valley. In the last 24 hours it has increased greatly in intensity and forms today the most severe wind and rain storm of the season throughout the Middle and Lower Mississippi Valley, Tennessee and the East Gulf States. Heavy downpours of rain, accompanied by thunder storms and high shifting winds, have occurred in the Lower Mississippi Valley, Tennessee and the Lower Ohio Valley. The Mississippi Valley disturbance will move northeastward during the next 24 hours.

All Kansas Feels the Storm.

TOPEKA, Kan., Dec. 27.—The storm which began here last night has assumed the proportions of a blizzard and the temperature is at zero, with a strong wind blowing, which drifts the snow badly. Street railway traffic is practically suspended and eastbound trains late on all the railroads. Reports received here at the Weather Bureau headquarters and at the general offices of the railroad indicate that the storm extends to all portions of Kansas.

The Santa Fe reports that telegraph wires are working, but the Rock Island is having much trouble with telegraph wires. Only one wire is working as far west as Herington, and at 9 o'clock this morning communication with the Southwest lines and the Northwest line to Colorado was almost completely shut off.

Reports from Western and Central Kansas tonight say that the temperature is steadily falling, after being near zero all day, and will probably reach 10 below zero before morning. The snow is piled in drifts, and much loss is reported among the cattle on the plains. Railroad traffic is in bad shape, nearly all trains being hours behind time. The telegraph companies have trouble with wires, especially to the West.

Trains Are Delayed.

WICHITA, Kan., Dec. 27.—The first real blizzard of the winter, which began late yesterday, was still in force early today. The thermometer stood at six degrees above zero at 7 o'clock this morning, the coldest yet recorded of the winter. Streetcar traffic was tied up for an hour this morning and is still crippled. All railroad trains are late.

Rainfall in Kentucky.

LOUISVILLE, Ky., Dec. 27.—The South has received during the past 24 hours the first soaking rain in many months. In the territory from the Ohio River to the Gulf and from Texas over into Georgia the Spring-like weather of the past few days has been broken by heavy rains, followed by high winds. In several places a cold wave has sent the mercury scurrying to the bulb, a fall of 8 degrees in one hour being recorded at Nashville.

At Louisville there was a rainfall of two inches. Mountain streams are filling up and crops will be greatly benefited. A boating period in the Ohio seems assured, and many places suffering from a shortage of coal will soon have their wants supplied.

St. Paul in Grip of Blizzard.

ST. PAUL, Dec. 27.—This part of the state is in the grip of a blizzard and the snow piling up in drifts is delaying trains and streetcar traffic.

The storm extends over the entire Northwest, and all trains are more or less late today. The Pacific Coast lines were hard hit. One Great Northern train due Monday afternoon was reported 26 hours late. The Northern Pacific Coast train was reported almost six hours late.

Slush and Water in Streets.

PHILADELPHIA, Dec. 27.—Traffic of every sort in this city was badly hampered during the early hours today by a dense fog. Rain fell during the night. A heavy thaw resulted, and this, following the two days and a half of snowfall, converted the streets into rivulets. Train service was irregular.

Wind Blows in Indiana.

INDIANAPOLIS, Ind., Dec. 27.—High winds are prevailing today throughout Indiana. At Elkinsville a schoolhouse was unroofed and several children were injured. At Vincennes the wind unroofed the Blackford brass plant and blew down a portion of the walls. A lumber plant was also damaged.

Wisconsin Traffic Delayed.

LA CROSSE, Wis., Dec. 27.—A blizzard prevails in Wisconsin today. At Superior the wind reached a velocity of 40 miles an hour. Traffic is delayed.

Rain Follows Snow in Illinois.

BLOOMINGTON, Ill., Dec. 27.—The first severe snow storm of the winter raged in Central Illinois today, following a heavy rain of two days.

ARRESTED AT JAILDOOR.

John Bough Has Serious Charges of Swindling Against Him.

PHILADELPHIA, Dec. 27.—Charges of conspiracy, false pretense and forgery, involving \$150,000, are made against John Bough, alias Baker, who was committed in the City Hall Police Court today, to await requisition papers from the New York authorities. New York detectives arrested Bough as he was leaving the county prison, where he had served six months for swindling operations in the name of the Boyer Sign Manufacturing Company, of Philadelphia.

According to information here, Bough and other persons who have since disappeared established an insurance company under the name of Lloyds Insurance Company, of America. The concern, it is alleged, wrote \$4,000,000 worth of fire insurance and collected \$150,000 in premiums, the insured having been led, it is charged, to believe that Bough was the American agent of Lloyds of London.

Six months ago a collapse followed an alleged nonpayment of policy and the prosecution claims that the discovery was then made that the safe was filled with assets in the shape of worthless deeds and mortgages.

DODGE CASE AT A STANDSTILL

Jerome Refuses to Sue When Matter Will Reach Grand Jury.

NEW YORK, Dec. 27.—The development of the Morse-Dodge divorce case was practically at a standstill today. Whether or not the case will be brought before the grand jury tomorrow is a question that District Attorney Jerome refused to answer. Except for Dodge, who will be the state's chief witness in any criminal prosecution, none of those who are likely to be involved has been arrested. The testimony of Dodge, as contained in the long confession he made and signed, will need corroboration.

Holland Will Observe Neutrality.

THE HAGUE, Dec. 27.—The report that Holland will place Bahang in the Straits Settlements, at the disposal of the Russian Second Pacific Squadron, is devoid of foundation. It is learned in official quarters that Holland will observe the same strict neutrality in her colonies as at home.

Story Told by Jockey Hoar.

NEW YORK, Dec. 27.—Jockey Hoar informed the police tonight that the young woman known here as Cecil Hall, who jumped to her death last night from the window of a lodging-house in West Forty-sixth street, was in his company yesterday afternoon and that he went with

TWO LETTERS FROM PADEREWSKI

Glowing Trillies From the Pen of Great Pianist.

Private Car "Riva," En route to San Francisco, March 24, 1900. To The Aeolian Company, New York: Gentlemen—As an admirer of the Aeolian, the wonderful merits of which I have stated in a former letter to you, I have now much pleasure in adding my tribute to your latest invention, the Pianola which I consider still more ingenious.

It is astonishing to see this little device at work, executing the masterpieces of pianoforte literature with a dexterity, clearness and velocity which no player, however gifted, can approach. Every one who wishes to hear absolutely faultless, free of any kind of nervousness, piano-playing, should buy a Pianola. It is perfection.

Wishing you well-deserved success, I am, Yours very truly, I. J. PADEREWSKI. Chalet Riold-Biond Morges, November 7, 1900.

To The Aeolian Company: Gentlemen—I desire to order another Pianola for use in my residence. Will you kindly select an instrument in rose-wood, and have packed with it rolls of music, and shipped via steamer? I. J. PADEREWSKI.

Since the above letters were written the Metrostyle has been added to the Pianola. This little device enables anyone to follow whatever interpretation he wishes of the musical roll and impart to the composition exactly the expression of the highest musical authorities. Paderewski himself has personally marked a number of music rolls with his own interpretation. These compositions should be obtained from us with the Paderewski interpretation.

Metrostyle Pianolas, Pianola Pianos, which include the peerless Weber, Aeolian, Aeolian Orchestral and Aeolian Pipe Organs, sold only by Eilers Piano House, 25 Washington street, corner Park.

her to the door of her house. There he left her, he said, and about three hours later he called her up by telephone. She appeared to be in good spirits and asked him to write her.

He admitted having met the young woman while he was riding at a recent Benning meeting and that he came to this city with her at the close of the meeting.

VESSELS IN VERY BAD SHAPE

Russ Says They Would Not Be Able to Reach the East.

ST. PETERSBURG, Dec. 27.—In an outspoken article, in reply to a recent letter of Admiral Bierloff, which appealed to Russians not to criticize the condition of the navy openly, the Russ today declares the time is passed for silence, in view of the fact that the old system of concealing facts is responsible for the loss of 150,000,000 rubles worth of warships and has covered us with shame and grief. It would be absurd to hide the defects that can still be repaired in the ships which remain at Cronstadt and Libau. We have already criminally wasted enough time.

The Russ enumerates the defects in the ships still in Russian waters, averring that the "peculiarities of structure of several of the vessels destined for the Far East make the voyage dangerous, and the torpedo-boats in such a shocking condition that it is a matter of surprise that the authorities accepted their delivery. Torpedo-boats intended to reinforce Vice-Admiral Rojestrensky must clearly not be dispatched with the numerous defects which have been proved to exist in them.

"Even if Admiral Rojestrensky is a clever leader and his commands are heroic sailors, everyone knows that we have imposed upon them an almost superhuman task in consequence of our not being furnished with a true account of the gravity of the evils which have occurred since the fatal night of February 8."

WILL BUILD ADDITION.

New Machinery Palace is Not Large Enough.

It was generally agreed at the meeting of the committee on exhibits of the Lewis and Clark Exposition board, yesterday that, in order to do justice to exhibitors and to the Fair, not only an extra building would have to be built on the grounds, but an "L" must be added to the east end of the Machinery and Transportation building. It was an adjourned meeting, held for the purpose of hearing the report of Director of Exhibits H. E. Doch on the amount of space available and the requirements of the exhibitors; and when the wide divergence between the two was learned, the only question was, how much more space was needed.

Mr. Doch reported that he had applicants for almost twice as much space as there is now available. The situation and the possibilities for the obtaining of more space were discussed with the final agreement that building 375 feet long and 200 feet wide would probably be sufficient if an "L" were built on each end of the Machinery and Transportation building. These would house everything now in sight, except the educational exhibit, and a fit place for that was believed to be the gallery of the Oriental building which is already built.

Final action regarding the new building and erecting the "L" will be taken Thursday at the meeting of the executive committee, and meanwhile Mr. Doch and Mr. Doch will visit the grounds and discuss the feasibility of the projects. If they find the size of the new building as given too small, they are to report the fact to the executive committee, and a larger one within limits will be erected in its stead. Mr. Doch believes, however, that he will be able to take care of exhibitors with the addition of all space agreed upon by the committee on exhibits yesterday.

NEW BANKS AUTHORIZED.

Davenport National and First National of Boston.

OREGONIAN NEWS BUREAU, Washington, Dec. 27.—The Controller of the Currency has authorized the Davenport National Bank, of Davenport, Wash., to begin business with a capital of \$100,000; A. Kuhn, president; D. M. Drumheller, vice-president; Martin McLean, cashier.

The Controller has also authorized the First National Bank of Preston, Idaho, to begin business with a capital of \$25,000. James Pingree, president; Joseph Speworth, vice-president; Albert G. Greaves, cashier.

Postoffice Appointments.

OREGONIAN NEWS BUREAU, Washington, Dec. 27.—Leslie G. Sickle has been appointed registrar, and Albert E. Nelson vice-president; John C. Greaves, cashier.

William W. Scott has been appointed postmaster at Peach, Lincoln county, Wash., vice Emma J. Young, resigned.

BERESFORD IN COMMAND.

Succeeds Admiral Dormville of the Mediterranean Squadron.

LONDON, Dec. 27.—Vice-Admiral Lord Charles Beresford has been appointed to succeed Admiral Dormville, in command of the Mediterranean squadron on May 1.

Liner Bought by Unknown.

LONDON, Dec. 27.—A dispatch from Hamburg to a news agency says the

Lipman, Wolfe & Co. "Our Great Sale" Opened With a Rush. The cause? A bright, clean, up-to-date stock of first-class merchandise and every article in it on sale at a reduced price. Every Article Reduced in Price. Everything that you need for personal wear, for home decoration or for table use, on sale at reduced prices, which mean substantial savings. A perusal of the following list will suggest a want. Every article in the store can be purchased for less money now than at any other time of the year.

Lipman, Wolfe & Co. Silverfield's Our Great Semi-Annual CLEARANCE SALE Is Now in Progress. Ladies' Outfitters Fourth and Morrison. All goods bought on December 28, 29, 30 and 31 will be charged on January account. After Dinner Hood's Pills. There are twenty different cinnamon barks, and they cost from 4 to 55c lb. Tut's Pills Cure All Liver Ills. Twenty Years Proof. Tut's Liver Pills keep the bowels in natural motion and cleanse the system of all impurities. SILVER IS ALL GONE. Congress Will Have to Buy Bullion at Once. PHILADELPHIA, Dec. 27.—John H. Landis, superintendent of the mint in this city, said today that the available silver bullion of the country has been exhausted. WEDDING CARDS. W. G. SMITH & CO. Washington Bldg., 4th and Washington Sts.