



TERRIBLE RESULT OF TROPIC STORM

Hundreds of Lives Lost in Florida.

WHOLE ISLAND IS DESTROYED

Cuba, Central America and Venezuela Suffer.

LOSS REACHES MILLIONS

Hurricane Sweeps Around Caribbean Sea, Causing Havoc on All Sides, Strikes Florida and Goes to Sea.

tonight received a dispatch from Quartermaster Baker at Havana as follows: "Cubana arrived this morning at 7 o'clock and encountered heavy weather. Her foremast completely gone; mainmast top gone. No men injured. Considerable number of animals killed and injured. Will report exact number with full particulars as soon as can be ascertained." General Bell has reported to the War Department that two men of the 25th Infantry were injured, one fatally, by the hurricane; that ocean-going shipping is in satisfactory condition, but that many lighters broke adrift and several sank. General Bell's message includes the following list of casualties: Harry Foster, teamster, 25th Infantry, one eye destroyed, shoulder broken, internal injuries, not expected to recover; Frederick Sudin, wagonmaster, 25th Infantry, retired soldier, head badly cut; will recover."

LOSS GREAT IN VENEZUELA

Dutch Steamer Sunk—Twenty Miles of Railroad Destroyed.

SAN JUAN, Porto Rico, Oct. 19.—The Red Star Line steamer Philadelphia, from La Guayra, Venezuela, for New York, arrived here today 45 hours late. Her captain reports that a Dutch steamer was lost in the cyclone at a point between Caracas and La Guayra. The Philadelphia encountered the cyclone upon leaving the harbor at La Guayra on Monday. She was blown ashore and slightly damaged. This and the heavy weather accounted for her delay in reaching shore. Twenty miles of the railroad connecting La Guayra with Caracas have been totally destroyed by the storm, according to officers and passengers of the Philadelphia. The Philadelphia left here for New York this afternoon.

RICH VALLEYS DESOLATED

DEATH AND DESTRUCTION IN CENTRAL AMERICA.

Ten Days' Tempest Kills Untold Number, Wrecks Buildings and Changes Whole Country.

SAN SALVADOR, Oct. 19.—A tempest has raged incessantly for ten days throughout the Republic, flooding the rich valleys, principally that of Matagalpa, and resulting in great loss of life and the destruction of cattle and crops. The San Salvadoran man-of-war Kizilco was lost at Acapulco. The topography of various departments has been changed, buildings have fallen, burying their tenants in the ruins, and the iron bridges over the principal rivers have been carried away. Today the storm is abating. The railroads, telegraph and commerce are paralyzed, but traffic is being restored in some towns of the Republic. The water mains at some places have disappeared. The rivers are bringing down the bodies of persons drowned in the storm and the carcasses of cattle, and the sight of these tends to increase the terror of the people. The losses are incalculable. The government has issued orders that assistance be given victims of the storm. Guatemala and Honduras also have suffered greatly. It is said the losses there will amount to many millions of dollars.

Damage at Miami Not Serious.

JACKSONVILLE, Fla., Oct. 19.—Passengers arriving here from Miami tonight report that the damage there by the hurricane was nothing like as serious as first reported. The elegant seacoast hotels at Miami and other east coast points still escaped damage, there being no damage of consequence elsewhere north of Miami. At Miami the greatest damage was to small houses and fences.

WORK OF GREAT STORM.

MIAMI, Fla.—Steamer St. Lucie sunk, 24 persons killed, 60 injured. Tidal wave swamps Elliott's Key and drowns whole population of 250. Barge wrecked and 60 passengers drowned. HAVANA, CUBA.—Twenty persons killed and 12 injured; damage \$2,000,000 in Havana and Pinar del Rio Provinces. American warships drag anchors, but none are damaged. Two schooners driven ashore. Transport Cubana badly damaged and 120 mules and horses swept overboard. Forty lighters wrecked. Fifty buildings damaged and brick warehouse destroyed. Lodging-house collapses, killing eight occupants. Almost every tree in Prado uprooted. SALVADOR.—Whole republic flooded, numerous lives lost, crops and cattle destroyed, houses fall, burying occupants, whole face of country changed. GUATEMALA AND HONDURAS.—Same results as in Salvador; loss amounts to millions of dollars. VENEZUELA.—Dutch steamer lost, 20 miles of railroad destroyed.

MIAMI, Fla., Oct. 19.—The steamer St. Lucie, Captain Bravo commanding, has sunk off the Florida coast. One steamer arrived in port tonight bringing 60 injured, who were taken to the hospital, and it is said 25 dead bodies will be brought up tomorrow. It is believed now that a part of the Florida Fish & Produce Company's fleet was destroyed. The fishing nets were found strewn upon the shore. Captain Bravo says that he anchored on the lee side of Elliott's Key, 25 miles south of Miami, yesterday morning and soon afterward a tidal wave engulfed the island. He says there were 250 residents on the island, all of whom were lost. The St. Lucie was crushed by the same wave and of the 120 passengers on board 25 were killed. Captain Bravo was seriously injured. A barge containing 100 people is said to have been torn away from its moorings at Elliott Key and afterwards picked up near the Bahama Islands. 50 of her passengers having been drowned. The steamer St. Lucie belongs to the fleet of the Florida East Coast Railway and is employed in carrying workmen to and from the extension works on the Keys. Despite the storm warning, Captain Bravo sailed for Key Sargo with a large number of workmen aboard. The steamer was caught in the storm and was driven ashore with the awful loss of life reported in the foregoing.

HUNDREDS OF WORKMEN LOST

Steamer Rescues 49 of Hundreds From Swamped Barges.

KEY WEST, Fla., Oct. 20.—The Austrian steamer Jennie, Captain Durich, bound from Gulfport for Genoa, has called at this port to land 49 workmen picked up at sea near the Bahama coast, 100 miles from Key West. The men were a part of a force of 100 workmen belonging to barge No. 4, engaged on the east coast extension work. Most of the others were either killed or drowned in the storm early Thursday. Nine other barges crowded with workmen engaged in extension work were at sea with barge No. 4. There is no news of them and it is feared all were lost. W. P. Dusenbury, one of the engineers, saved by the steamer Jennie, says the storm struck barge No. 4 at 5 o'clock Thursday morning. One hour later the houseboat went to pieces in the raging sea and 50 to 60 men were killed after the crash. Dusenbury says nine other boats working on the extension at Long Key went to sea with barge No. 4. He has no intimation of their fate and fears for their safety. Officers of the rescuing steamer Jennie say that they heard cries for help Thursday night and, following the direction of the sounds, came upon a lot of men floating in the sea, clinging to logs, lumber and small rafts. Boats were lowered and the foregoing men brought here were rescued. Three other steamers, using searchlights, came on the scene and assisted in saving life. How many they rescued was not ascertained by those aboard the steamer Jennie.

Damage to Transport Cubana.

WASHINGTON, Oct. 19.—Quartermaster-General Humphrey, of the Army,

WOULD CONTINUE WORK IN SENATE

Roosevelt's Eye Is on Platt's Office.

FROM WHITE HOUSE INTO IT

Plenty of Opportunity to Occupy His Energy.

MOUTHPIECE OF PRESIDENT

After Dictating His Successor Roosevelt Could Drive His Measures Through Senate—Room for Hughes in Senate Also.

OREGONIAN NEWS BUREAU, Washington, Oct. 19.—If Senator Platt lives through his present term of office, it is quite possible, and by some considered probable, that he will be succeeded in the Senate by Theodore Roosevelt. It is well known that the President would like to step from the Presidential chair to a seat in the Senate, and it conveniently happens that Platt's term expires on the same day and at the same hour that Roosevelt will retire from the White House. If elected to the Senate to succeed Platt, he could, by relinquishing the Presidency, immediately take the oath as Senator, for the two events would take place in the Senate chamber and the two would dovetail together in splendid order. From time to time the report is circulated that Roosevelt will be elected to succeed Platt, and stranger things have happened. No President ever stepped from the White House directly into the Senate, but Roosevelt has established many precedents in his day, and a mere matter of precedent would not stand in the way of his donning the toga if circumstances were right.

No Other Job Would Suit Him.

Theodore Roosevelt has always enjoyed public life, and it would be very difficult for him, upon leaving the White House, to settle down to a quiet, inactive existence. He could not do it. If he does not come to the Senate he will launch forth on some other line which will keep him in the public eye and permit him to work off some of his superfluous energy. There was talk of making him president of Harvard, but that is comparatively quiet life, not to be compared to a place in the Senate. There has also been talk of tendering him one of the greatest diplomatic posts, but Theodore Roosevelt would never be content on a diplomatic assignment. There is too much frankness about him to make a good diplomat. He would unquestionably prefer a Cabinet office to a diplomatic position, though it might be imagined that as Ambassador to Germany he might derive considerable amusement.

Why New York Wants Roosevelt.

There are many reasons why Roosevelt might succeed Platt in the Senate. To begin with, Platt is sure to be retired and the Republicans of New York, if they control the Legislature two years hence, will

want a man the direct opposite of Platt; a man strong of mind and body, untainted, free from scandal, forceful and progressive; a man worthy in every way of representing the greatest state in the Union. All these things Platt is not. And his colleague, who will remain two years after Platt retires, is no more fit to represent the state than the now infirm boss. Platt's successor will have the full responsibilities of two Senators, for Dewey will be of no assistance to him. Roosevelt unquestionably fills the bill. He is as different from Platt as any man could be. What is more, Theodore Roosevelt is unquestionably the strongest man in the Republican party of New York, and can have about what he wants from that party at the present moment. If his power does not greatly diminish, it is safe to predict that he can have the Senatorship for the asking, provided, always, his party is in control of the Legislature.

Why Roosevelt Wants Job.

There are many reasons why Roosevelt might want Platt's seat. While he has insisted and carried through many reforms as President, he will retire with many things undone, many projects left incomplete. Nowhere would he be in so good a position to aid in furthering such reforms as in the Senate. There he could not only voice his views, but could, no doubt, procure legislation, for his influence in the Senate would be great. It is generally conceded that the man nominated for President by the next Republican National Convention will be acceptable to Roosevelt, for Roosevelt absolutely dominates his party, and his choice will be a man who, as President, will carry on the work of reform that is now under way. With such a President in the White House, Roosevelt in the Senate could give him invaluable assistance and would become the mouthpiece of the administration in fact as well as in name.

Most Senators are compelled to serve a probationary term before they are permitted to take any part in the important work of the Senate. Few Senators make speeches during their first two years in Congress, and none who have not completed at least one full term are taken into the inner councils of their party. It would be different with Roosevelt, should he succeed Platt. The fact that he has been President and such a popular President would give him privileges never before extended to a new Senator. He would be at liberty to speak at will and his tremendous power throughout the country and his influence in Republican circles would command for him recognition among the men who shape the work of the Senate. It would be a bitter pill for some of them to swallow, but Roosevelt is too big a man to be ignored.

Former Senatorial Ex-Presidents.

Two ex-Presidents have gone to Congress after retiring from the White House, but none under conditions similar to those that would prevail in case Roosevelt should succeed Platt. Andrew Johnson sought election to the Senate immediately after leaving the White House, but was defeated; five years later he renewed his fight and was successful. John Quincy Adams upon retiring from the Presidency was elected a member of the House of Representatives for nine successive terms. With these two exceptions, no ex-Presidents have ever found seats in the National Legislature.

Would Vote for Hughes.

It is evident from his words that if he were today a citizen of New York, Grover Cleveland would cast his vote for Hughes. He dodged a direct question to this effect, but, commenting on the issue involved, said: "I think the question was stated concisely by Mr. Hughes when he said an attempt is being made to marshal the forces of discontent in an appeal to passion, not reason." Asked if he considered Hearst a Democrat, Cleveland replied: "I certainly never dreamed that he represented the principles of Democracy as I understand them."

Hearst is very confident that, if he carries the election in New York this Fall,

CLEVELAND DOES NOT FEAR HEARST

His Election as Governor No Menace.

BUT HEARST IS CONFIDENT

If He Wins in November, Will Be Sure of Presidency.

MAKES GREAT CAMPAIGN

Uses His Newspapers to Good Purpose in Telling Only His Own Version of Issues in Contest With Hughes.

OREGONIAN NEWS BUREAU, Washington, Oct. 19.—"If William R. Hearst should be elected Governor of New York the people would have him two years and be through with him. The Presidency would not be menaced."

This is the declaration of ex-President Grover Cleveland. Cleveland does not discuss Hearst freely; the subject is distasteful to him, and he apparently feels that he cannot with dignity speak his full mind regarding the man who bought the Democratic nomination for Governor of New York. Cleveland does express some opinions of Hearst, but his silence is more eloquent than his words; he leaves much to be inferred, yet indicates what that much would be if it were said.

"I was profoundly startled by the selection made of a candidate at the Democratic state convention," says Cleveland in an authorized interview. "Of course every voter in the state must settle with his own conscience in determining his action in the emergency, but I cannot but regard the Democratic situation in New York as an afflictive one. Hearst's nomination was a calamity to the Democratic party. It placed thousands of good men who believe in Democratic principles and who rebel against voting for a Republican in a terrible position."

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he will have a cinch on the Democratic Presidential nomination in 1908 and a great many politicians of both parties agree with him on this point, rather than with Cleveland. Hearst cares for the Governorship only as a stepping stone to the Presidency, and it is because he so regards it that he has been spending fabulous sums of money to secure sufficient votes to send him to Albany. A prominent Republican leader, who was in Washington today, speaking of Hearst and the future, said: "If Hearst is elected Governor at the close of the present campaign, and Bryan persists in advocating Government ownership of railroads, I would be willing to bet my last dollar that the next Democratic National Convention will nominate Hearst for President."

Hearst's Newspaper Campaign.

This Senator went on to say that Hearst is heading a movement that is gaining strength, not only in New York but in all parts of the country. He is playing upon the ignorance of a certain class of voters; he is making them believe that their only salvation lies in him, and great throngs of the ignorant and poorly-educated classes are beginning to look upon Hearst as the one man who can save the country from certain destruction. The spread of Hearst newspapers into the more important cities has resulted in the spread of Hearst doctrine, and the classes who read the Hearst papers in New York are like the classes that read the Hearst papers in Boston, in Chicago and in San Francisco. That Hearst realizes the strength of his dailies is evidenced by the fact that he has copyrighted the names "Journal" and "American" in a dozen large cities, among them Washington and St. Louis. He intends to extend his power to localities not now reached by his yellow journals, and wherever he does, he will furnish exclusive news to the class of people who make profitable the string of papers he now controls.

Hearst methods are being laid bare in New York every day. Hughes, the Republican nominee for Governor, has made a most complete exposé of his rival and has taken the plans to procure deponentary proof of his accusations. Hughes, in brief, has demonstrated that Hearst is doing the very things that he condemns on the stump. Denouncing corporations, he himself is a corporation. Condemning boss rule, he is today bound to Boss Murphy, whom the Hearst papers only a year ago styled the "most corrupt criminal of them all." Condemning corrupt practices in government, Hearst accepts a nomination secured through the unlawful ousting of duly elected delegates, and through a deal made with the aforesaid Boss Murphy.

Tells Only His Own Side.

But the effectiveness of Hearst's newspaper campaign is demonstrated in connection with these exposures. Though the charges and the proof come from the rival candidate for Governor and though they are daily substantiated by every reputable paper in New York City, not a word that is damaging to Hearst appears in any of his papers and he on the stump ignores the charges. The Hearst papers are exclusively read by a large number of voters in New York City and state, and these people have no other source of news and general information. Hearst keeps from them the damaging facts brought out by his adversary; he humiliates himself while he publicly ignores the charges, simply and solely that he may not lose the confidence of those voters who depend on him for their news. And yet Hearst, who excludes Hughes' speeches from the columns of his own paper, mounts the platform and denounces the reputable papers of New York because they do not print his own speeches in full and because they have the temerity to say that some of his

(Concluded on Page 3.)

BIND CONTINENT WITH HIS TRACKS

Harriman's Great Railroad Ambition.

WHY HE WANTS FISH'S ROAD

Would Reach Every City in America and Orient.

MAY SOON REACH ATLANTIC

Will Then Control Baltimore & Ohio and With It Anthracite Coal Roads—Property Worth Net \$180,000,000 Yearly.

CHICAGO, Oct. 19.—(Special)—The struggle which is in progress for the possession of the Illinois Central Railroad has aroused public curiosity regarding the purpose Edward H. Harriman has in trying to secure that property. At the annual meeting President Fish and his associates openly avowed that Mr. Harriman would exploit the road as a Wall street proposition and that they wanted to save it for the stockholders.

Whether this is true or not, there is little doubt that Mr. Harriman's effort to grasp the system is part of the most stupendous railroad plan ever devised and of the greatest railway ambition ever conceived by one brain. If current events fell anything, they declare that Mr. Harriman is trying to secure a railway system which shall comprise nearly 30,000 miles of road and which shall stretch across the continent in two lines from the Atlantic to the Pacific and from the Great Lakes to the gulf.

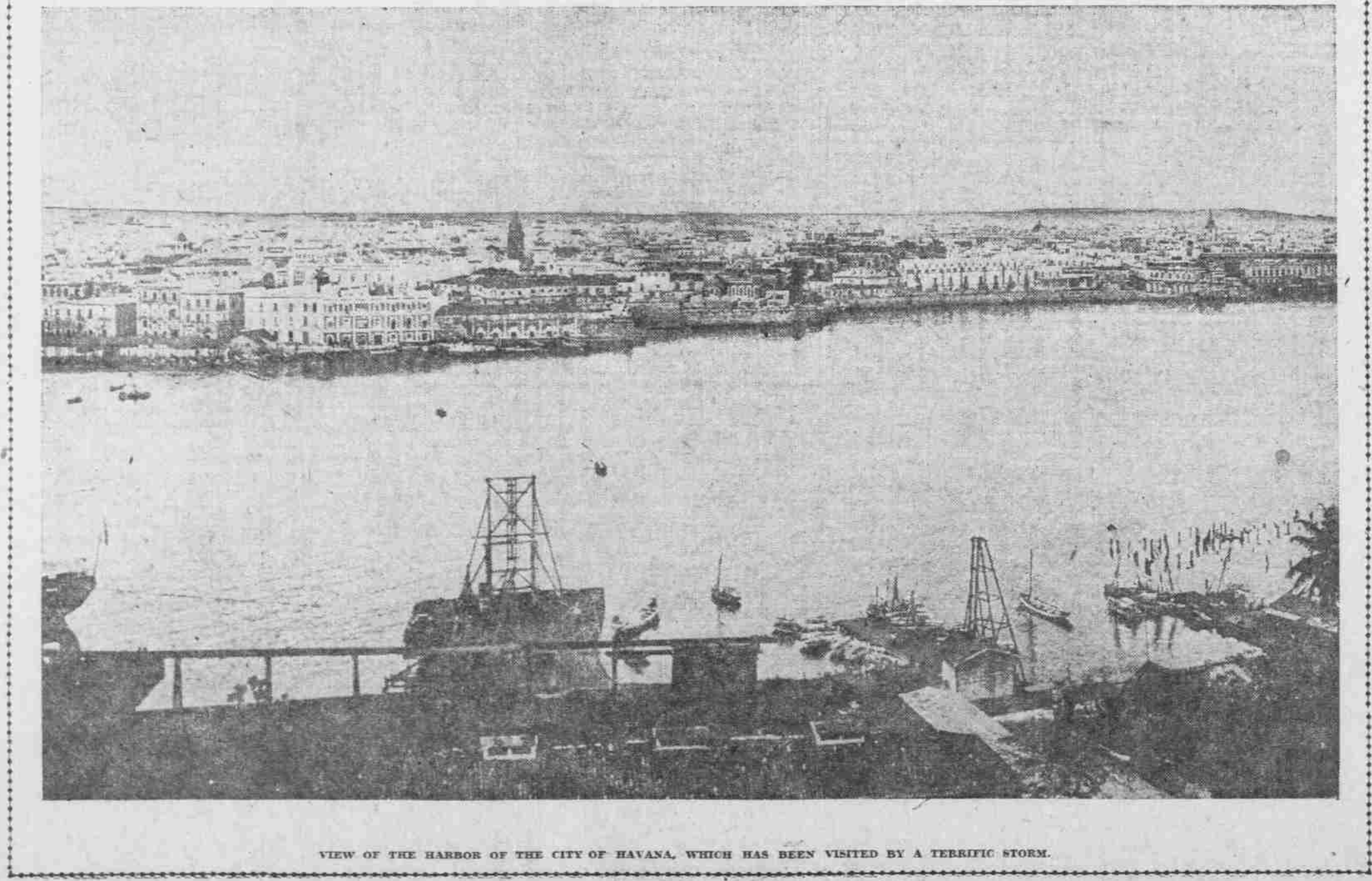
Would Reach Every Great City.

His plans point to a system upon which it would be possible to gain entry to every large center in the United States; which would connect New York and the Atlantic seaboard with San Francisco, Portland, Seattle and Los Angeles by the way of Chicago and St. Louis and possibly by the way of New Orleans; which would connect the Queen City of the South as directly with Chicago as it now connects Southern California with the Puget Sound country. Such a system would become a factor in the coal fields of the East as it is today in the coal fields of the West, and would provide lines on which a man could travel across the entire continent several ways, touching the main cities as he goes, and on whose arteries steamship lines he would be able to travel from New York to Panama and then to San Francisco.

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VIEW OF THE HARBOR OF THE CITY OF HAVANA, WHICH HAS BEEN VISITED BY A TERRIFIC STORM.