

VOL. XXI.—NO. 52.

PORTLAND, OREGON, SUNDAY MORNING, DECEMBER 28, 1902.

PRICE FIVE CENTS.

MAYNARD KILLED

Terribly Fatal Wreck in Canada.

TWENTY-EIGHT ARE DEAD

The Trains Meet Head-On at Full Speed.

CHOICE BETWEEN FIRE AND COLD

Mangled Passengers Escape One to Suffer From the Other—An Operator's Blunder the Cause of the Disaster.

LONDON, Ont., Dec. 27.—A frightful collision occurred a short distance from the little station of Wanstead, Ont., on the Santa branch of the Grand Trunk Railway, last night. The express was running nearly two hours late, and was making fast time. The freight was endeavoring to make a siding to get clear of the express, but failed by a minute or two.

There was a dreadful crash, the locomotives reared up and fell over in a ditch, the baggage-car of the express telescoped the smoker, and in an instant the shrieks and cries of the wounded and dying filled the air. The loss of life is 28. The injured number many more, and many of these may die. Several of the dead were horribly mutilated. Heads were cut off, legs were wrenched from their bodies, and the level stretch of snow became crimson with the blood of the victims.

Operator Is Blamed.

The responsibility for the accident has not been definitely fixed, but it is believed to have been due to a telegraph operator's error. The operator at one of the stations where the two trains stopped gave an order to the freight to pass No. 5, the Pacific express, at Wanstead. In the system of the Grand Trunk this order should have been duplicated, a copy being given to the conductor and engineer of the express. Instead of this the conductor of the express received a clearance order, telling him that he might run through. The freight train in the meantime had stopped at Wanstead to sidetrack, and was telescoped by the express. The blinding storm which was raging rendered objects invisible at the distance of a few feet.

The operator at Wanstead is not usually on duty at night, but last evening he happened to be in the office for a short time. He was going out of the door when he heard the telegraph instrument click and immediately called repeatedly the message: "Stop No. 5," "Stop No. 5." Seizing a lantern, the operator dashed for the door, and as he closed it behind him he heard the crash of the collision up the track.

There was not a house at hand to which the injured could be carried. Fortunately, however, the two baggage cars on the train did not sustain any damage. They were warm and comfortable, and were converted into a temporary hospital. The injured were placed in the berths and everything possible done to ease their sufferings.

The Dead.

Following is the list of the dead: ALEXANDER STEWART, Petrolia, Ont. MRS. ALEXANDER STEWART, Petrolia, Ont. A. RICKETTS, Sarnia, Ont. MRS. R. J. TROTTER, Petrolia, Ont. H. P. LAWRENCE, Watford, Ont. F. S. FREEMAN, Oil Springs or Hensall, Ont. NICHOLAS JOHNSON, London, Ont. GUY D. RENIER, ticketed for La Crosse, Wis. DR. FENNWARDEN, ticketed for Petrolia, Ont. Woman, supposed to be wife of Dr. Fennwarden.

J. H. BROCK, Brucefield, Ont. O. B. BURWELL, Port Huron, Mich. CLEM BODLEY, Port Huron, Mich. WILSON MORTON, Chicago. ALEXANDER CAMERON, Strathroy, Ont. MISS GEDDES, Sarnia, Ont. ED DE BEAUS, Prescott, Ont. MRS. BODLEY, Port Huron. LOTTIE LYNCH, Port Huron. GEORGE BURKHOLDER, Sarnia, Ont. A. DOUGLASS, Alvin, Ont. WILLIAM JOHN LUCAS, Strathroy, Ont. ROBERT STEVENSON, Wyoming, Ont. Unidentified man about 40 years of age, well dressed.

The Injured.

Following is a list of passengers injured in the wreck, most of those named not being seriously hurt: Alexander M. Steward, 590 Jackson building, Chicago. Mrs. J. J. Cuthbertson, Port Huron, Mich. James Rappin, Toronto. Mrs. Samuel Cummings, Port Huron, Mich. Hattie Norbey, Peterboro, Ont. James H. Norrey, Peterboro, Ont. Mrs. Coote, Chicago. Frank Baker, London, Ont. William M. Morse, wife and child, Sarnia. Thomas Coote, London. George Stacey, Wanstead, Ont. Dr. Basil Harvey, Chicago. Mrs. J. M. Stewart and two children, Oshkosh, Wis.; Mrs. Stewart, fractured jaw; Earl, broken arm and collar-bone; Hobart, fractured hip. Russell Quinn, Chicago. James Barnes, Woodstock, Ont. Beatrice Godes, Sarnia. J. J. Cuthbertson, Port Huron, Mich.; fractured jaw; serious. John Bird, Chicago; fractured arm. L. A. Lemont, Wyoming, Ont.; fractured leg. Mrs. W. Gotes and daughter, London. J. S. Lawler, Strathroy. W. H. Cole and wife, Flint, Mich. R. E. McDonald, Strathroy. Mrs. I. N. Byrnes, Sarnia. Annie Sinclair, Komoko, Ont. Miss Florence Cuthbertson, Port Huron, Mich. Mrs. Puzley, London. R. Jackson, Petrolia, Ont.

Watford Agent to Blame.

According to Master of Transportation Price, of this city, it was Andrew Carson, the agent and operator at Watford, the

next station east of Wanstead, who failed to deliver to the train crew of No. 5 the orders to pass the freight train at Wanstead. Trainmaster Price says that in explanation of the mistake that brought such terrible results the operator says he understood the dispatcher to say to kill the orders for No. 5 to pass the freight at Wanstead, but it is denied in the dispatcher's office here that the order was killed.

The Pacific express, which was late and endeavoring to make up time, was made up of two Pullman cars, two first-class day coaches and two baggage cars. The engineer opened wide his throttle as he pulled out of Watford at 9:58 o'clock. A blizzard was raging, and the air was thick with swirling snow. The train was crowded with people returning from holiday trips. The express train was running at a speed of fully 50 miles an hour through the blizzard, when at the Wanstead siding the headlight of the freight engine loomed up through the snow. It was impossible to see 100 feet ahead because of the snow, and the trains crashed together almost before the engine crews realized that a collision was imminent.

The impact threw the two engines clear of the track on the right-hand side. The two day coaches of the express were between the heavily loaded baggage cars and the two Pullmans. A terrific grinding crash and the rear baggage car was driven into the coach for three-fourths of its length, killing a score of the occupants and pinning down two-score more in the wreckage, crushed and mangled.

Horror of the Scene.

The horror of fire was miraculously spared the suffering persons buried in the wreck. A little flame broke out, but the unlighted soon extinguished it with snow before it could gain headway. The occupants of the two Pullmans and the second day coach swarmed out of their cars to the rescue. A perfect bedlam of noises greeted them. The hiss of escaping steam from the wrecked engines did not drown the piteous cries of the unfortunate pinned in the ruin. The bitter cold added to their sufferings. Volunteer rescuing parties were immediately formed and did heroic work.

Meanwhile a brakeman had rushed through the storm to the telegraph office and notified both London and Sarnia officials of the collision. Relief trains with surgeons and wrecking cars were on their way to the scene from both ends of the division in the shortest possible time. While they were steaming at top speed the work of rescue was carried on by the untrained passengers. They delved into the debris, and, guided by the moans and cries, found the sufferers and pried and chopped them out and carried them to the Pullman cars, where they were given such attention as was possible before the surgeons arrived.

The surgeons on board the wrecking train were the first to reach the scene. They hastened from the wreck to the temporary hospitals and began making emergency dressings of the most seriously wounded. The men of the wrecking crew, with their appliances, were able to penetrate deeper into the tangle of the wood and steel and extricated several whom the passengers had been unable to remove. While they were at work the wrecking train arrived from London with more surgeons.

As soon as it was positively known that all of the injured had been found, an engine was coupled to the Pullman and the pitiful journey to London, 40 miles away, was begun. Opiates were administered to lessen the agonies of the wounded, aggravated as they were by the unavoidable jarring and jerking of the car. As soon as the news of the wreck was received at London, the Grand Trunk officials began arrangements for caring for the wounded at Victoria Hospital, on South street. The hospital car was switched on to the tracks of the Detroit & Lake Erie road and run to within a block and a half of the hospital. Twenty ambulances were in waiting. Strong arms carried the wounded and torn people tenderly out of the car and they were hurried to the hospital. It was 5:30 in the morning when they arrived, and it was noon before the surgeons had finished dressing all the wounded.

Ed de Beaus, of Prescott, Ont., and Lot-

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AS FRIEND OF ALL

Roosevelt Is Helping Peace Negotiations.

BASIS OF ARBITRATION

That Is Next to Be Arranged in Venezuelan Affair.

SHALL BLOCKADE BE RAISED?

Allies May Consent, Provided They May Renew It if Castro Does Not Pay—French Statesman Says Roosevelt Saved Arbitration.

WASHINGTON, Dec. 27.—There is now in progress an active exchange of notes between the allied powers, Venezuela and the United States, respecting the method of submitting to arbitration the issues which have arisen between Venezuela and the allies. The weight of official opinion here this afternoon was that several days at least must elapse before anything in the nature of a preliminary protocol can be made ready for signature. German insistence upon a prepayment of 10 per cent. of her full claims before submitting her case to arbitration, and perhaps President Castro's resistance to meeting what the allies claim as the obligations of honor are believed to be now the sticking points. But it is hoped that these can be passed within the next few days, and it is further hoped that some arrangement will be made in the preliminary protocol for the raising of the blockade, though it is intimated that the allied ships will be kept ready to renew it in case of any default on the part of Venezuela in her obligations.

Washington having been the pivot about which all the negotiations have turned up to this point, it is surmised that it may also be the scene of the final act in the shape of the signature of the protocol, either by the resident representatives here of the powers interested or by special agents sent to this neutral ground for the purpose. An erroneous idea has obtained in some quarters as to the functions of the President and Secretary Hay in this matter, and they have been represented as endeavoring personally to conduct the negotiations, as drawing up protocols and generally taking a leading part in all that is going on. It is pointed out at the State Department that, while ordinarily a misunderstanding on this point would be trifling, it happens in the present case that reports of such activity on the part of the United States officials after the President had expressly declined to assume the duties of arbitrator would surely be ill received in Europe and might perhaps lead to some backward steps that would be a matter of regret to the Government, which earnestly desires to have the parties reach an honorable settlement of their differences.

It is explained at the State Department that the part of the United States Government just now is that of "good friends" to all parties; that it is not undertaking to draw up protocols or impose limitations upon the parties, but it is confining its offices to getting them together and keeping them so. In this view it will not be necessary for our Government to prescribe how the Monroe Doctrine shall or shall not figure in the protocols; it will judge for itself by results how our interests are affected, and will not indulge in premature or uncalculated protests. As for the terms of the arbitration, it is stated that they are in a fair way speedily to be adjusted, but nothing can be said of the details. It is presumed that the allies will agree to terminate the blockade, though no stipulation has yet been entered into on that point. Nothing has been heard recently of the part to be taken by United States Minister Bowen in the final settlement, and it begins to appear that, after all, Venezuela will probably be represented by one of her own people.

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CASTRO TRUSTS AMERICANS. German Merchants in Caracas Object to United States Control. BELLIN, Dec. 27.—The Local Anzeiger's Caracas correspondent says: "President Castro is one of the Venezuelans who do not distrust the Yankees. Minister Bowen has his confidence fully. The German wholesale merchants would regret arbitration if it tends to Americanize instead of international financial control. Some of them have declared emphatically that if American control is established it would be better to transfer their business relations forthwith from Hamburg to New York."

"President Castro intends confiscating the property of British, German and Italian subjects whenever the blockade exhausts his resources." The Foreign Office officials here decline to indicate what Germany will do regarding President Castro's reported demand that the powers raise the blockade and restore the Venezuelan coast before Venezuela will accept the Hague arbitration. The correspondent of the Associated Press was informed authoritatively today that it was at Germany's suggestion that President Roosevelt was invited to arbitrate the Venezuelan dispute, with the Hague as an alternative if the President refused.

ROOSEVELT POINTS THE WAY.

French Statesman Says He Has Saved Hague Tribunal.

PARIS, Dec. 27.—Baron D'Estournelles de Constant, the French Deputy who was one of the delegates of France to the International Peace Conference, and who is a member of The Hague arbitration tribunal, has written a strong congratulatory letter to President Roosevelt on the submission of the Venezuelan arbitration to The Hague court. The letter expresses the view widely prevailing in official and diplomatic circles here, that the American course not only adjusts the immediate issue, but saves The Hague tribunal from practical extinction. The Baron says in part: "A great number of Frenchmen and Europeans are happy to join with me in expressing to you their gratitude for the generous, unyielding firmness you have displayed in support of international justice. Europe is certainly speaking of American competence, which has its special advantages in simulating our efforts, but you have inaugurated a moral competition more effective than the other. Twice you have reminded the governments of their duty, pointing out, amid the differences resulting from the transformation of the globe, that the court of arbitration offered the governments its resources and the jurisdiction instituted by all, and that it was always ready. This jurisdiction had been boycotted. By a silent, senile understanding, the governments thought to abandon The Hague tribunal. On the morrow of its official creation, it was about to perish through ill will, when you came."

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CAUCUS OR NOT?

Question in Washington Senatorial War.

WILSON AND PRESTON: "NO"

Their Cry Is "Anything to Beat Ankeny."

CLAIM THEY HAVE THE VOTES

They Shun a Caucus Showdown, but Friends of Commission Bill Insist on Quick Action, That They May Reach Their Pet Measure.

SEATTLE, Dec. 27.—(Special.)—Politicians in Washington, oblivious in a measure to the ethics of the Christmas season, are busy discussing the probable action of the Republican majority in the coming Legislature regarding a caucus to determine the Senatorial election. The question of a caucus is now uppermost in the minds of the able strategists in the Wilson and Preston camps. As for the Ankeny men, they say nothing beyond claiming that Mr. Ankeny will have enough votes to elect him, either with a caucus of the Republican Legislators or without it.

However this may be, the fact remains that the Wilson-Preston contingent in the coming Legislature will in all probability endeavor to prevent a caucus. This is plainly the talk of the Preston men in various parts of the state, and statements made privately by certain followers of the banner of John L. Wilson indicate that the ex-Senator from Spokane will work to prevent a nomination for a Senator by the usual and well-recognized methods of the Republican party.

Mr. Preston, the King County candidate for Senator, will not say whether or not he will favor a caucus. Governor McBride, who is supposed to control a number of votes outside of the Preston camp, will make no statement whatever. Mr. Wilson, who is credited with from 15 to 20 votes in the Legislature, daily avers his present determination for a caucus. The legitimate result of the situation may, within all probability, be a union between the King County candidate, the Spokane claimant and the Governor to prevent a caucus.

Wilson and Preston's Claims.

There will be 113 Republican members in the next Legislature, 51 votes being required for a caucus nomination. Of the 113 members and members-elect Preston claims some 44 and Wilson 35. These claims can naturally be liberally discounted. Preston will have from King County 24 members, who will vote for him until they are released by him. He claims the solid vote of Skagit, one vote in Whatcom County, and a number in the Southwest

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and in Central Washington. He has never yet given out for publication the names of the members-elect whose votes he expects to receive outside of King County.

In the state outside of King there are a number of Republican Legislators who, before entering Preston's camp, will wait to see how the Republican delegation from King County lines up on the railroad fight. This fact is well understood not only here, but also generally throughout the state. For this reason, there is more or less doubt concerning the accuracy of the figures given by Preston and his managers as to the Preston strength. As The Oregonian has told, the seven Republican Senators from King have, until the present time, refused absolutely to commit themselves on the McBride commission bill, although it is no secret that at least six out of the seven are personally and positively opposed to the McBride measure. The difficulty, then, with Preston will be to gain and hold the strength he now claims outside of King County. Providing he finds this impossible, in view of the attitude of the King County Senators-elect on the railroad measure, his natural recourse would be to combine with Wilson and McBride to prevent a caucus, in order, if possible, to defeat Ankeny.

Wilson Against Caucus.

That an alliance of this sort is already in contemplation is practically certain. It is well understood here that Wilson will resort to any extremes to defeat the Walla Walla candidate, and, despite the bitter feeling that exists between himself and Governor McBride, he will welcome an offensive and defensive alliance with the state's executive. To his friends, the ex-Senator from Spokane has admitted that he would not likely favor an immediate caucus. Wilson is reported to have said in effect:

"I am not opposed to a caucus on principle, but I believe that we should first get together at Olympia and become acquainted with each other before anything of that kind is done."

Politicians who are in the confidence of the Preston-Wilson combination declare that with the Governor's help 50 votes could be mustered against a caucus. This claim, like all others, can be liberally discounted. But it is valuable as indicating the trend of political affairs in this state. On the other hand, there is every reason to believe that many of the friends of both Wilson and Preston will sign a call for a caucus, under proper conditions, as soon as the Senatorial question is taken up at Olympia. In other words, there is no reason to believe that the men who are now counted as either Wilson or Preston men will go to the extreme of opposing a caucus to settle the Senatorial controversy early in the session. It is positively known that several of the King County Legislators, pledged as they are by ironclad resolutions to Preston's candidacy, are in favor of quickly disposing of the Senatorial fight in order that important legislation may not be interfered with.

For years it has been the rule in Washington to determine the election of a United States Senator by a caucus. The only striking violation of the rule was in 1893, during the Allen-Turner deadlock, when the supporters of Turner prevented an election by refusing to participate in a caucus. As a result, the state had but one Senator at Washington for two years.

He Won by Caucus Before.

But the most interesting phase of the situation undoubtedly is Wilson's outspoken opposition to a caucus. The ex-Senator owed his seat in the Senate to the action of a caucus of the representatives of his party at Olympia in 1886.

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CHANCE FOR ALL

Transport Business Not Yet Decided.

ALL PORTS MAY BID ON IT

Auction Sale of Government Ships Will Be Held.

THE PLAN OF SECRETARY ROOT

Portland Will Have Equal Chance With Other Ports and All Buyers of Ships Will Have Share in the Philippine Traffic.

OREGONIAN NEWS BUREAU, Washington, Dec. 27.—Since his award of a week ago to the Boston Steamship Company of all Government transportation business from Puget Sound, Secretary Root has given little consideration to the future of the service from San Francisco. He has in mind the ultimate abandonment of the Government service, but will not take any new course until he has thoroughly examined the several propositions made. At present he is inclined to sell all transports as public auction, at not less than a fair appraised value, in which event all Pacific Coast ports would have an opportunity to bid.

If these vessels were bought in at Portland, San Francisco and the Sound, the Secretary would then see that all Government freight was equitably distributed along the Coast, although, on account of superior equipment, it is probable that troops will continue to go by way of San Francisco for some time to come.

DELAY OF JETTY ISLAND REPORT.

Absence of Gillette and Sanford.

OREGONIAN NEWS BUREAU, Washington, Dec. 27.—The report of the Board of Engineer Officers that inspected the mouth of the Columbia River last Summer with a view to recommending a final project for jetty extension is to be further delayed because of the illness of Captain Gillette and the special assignment of Captain Sanford to let the contract and set work under way for the remodeling of the transport Grant into a sea dredge.

Captain Sanford is now in San Francisco, and will not come East again for several weeks. This means that the report of the board will not be filed before the end of January, and perhaps later. A final meeting of the board to determine on details cannot be called until after Captain Sanford returns to New York.

The jetties board, as well as that which inspected the Seattle ditch, has not been heard from, and the department has no intimation of when they will report.

GREAT REINDEER RESERVE.

Hermann Is Considering Fitness of St. Lawrence Island.

OREGONIAN NEWS BUREAU, Washington, Dec. 27.—Commissioner Hermann is considering the advisability of recommending the reservation of St. Lawrence Island, off the Alaskan Coast, as a preserve for the breeding and maintenance of reindeer. A suggestion to this effect has been made by Dr. Sheldon Jackson, in charge of reindeer in Alaska, and is favorably regarded in the department.

Jackson says the island, lying 110 miles southwest from Nome and within 40 miles of the Siberian Coast, produces nothing but reindeer moss, but this grows in profusion. He estimates that the island will support from 15,000 to 20,000 reindeer, and will afford them every protection from hunters, because of its isolated location. There are now on the island 300 or 400 natives, whose main support is derived from fishing. These people would not be disturbed by the creation of a reserve, but would rather be benefited.

It is the belief of the department that the island would never be settled to any extent, because of lack of resources. Being on the direct line of travel from Siberia, it would be convenient for vessels bringing over reindeer from Siberia, where the main supply has heretofore been derived.

MUST LEAVE WIFE ASHORE

Naval Commander Whose Devotion to Hymen Angers Neptune.

WASHINGTON, Dec. 27.—Commander John E. Rolier, ex-commander of the old gunboat Monocacy, has reached this country from the Asiatic station, having been ordered home by Rear-Admiral Evans for persistent infraction of the rules which prohibit the commander of a vessel from permitting his wife to make her home aboard the ship. It is charged that after offending in that particular several times Rolier's attention was called to the violation of the regulations, but with no apparent effect. When his last offense came to the ears of Rear-Admiral Evans the latter detached him and ordered him home.

Commander Rolier considers that he has been unjustly treated, but it is doubtful whether he will press the matter, as the regulations against such practices are explicit. He is now on waiting orders.

Panther Sails to Join Dewey.

PHILADELPHIA, Dec. 27.—The United States cruiser Panther sailed today from the League Island navy-yard to join Admiral Dewey's fleet at Culebra Island. The Panther carries 250 seamen and marines for Dewey's fleet, and also a supply of medicines.

To Command the Nevada.

WASHINGTON, Dec. 27.—Commander Thomas D. Howard, now on duty at the Naval Academy, has been selected to command the new monitor Nevada, which is to go into commission about February 1 next.

NEW SPANISH MINISTER AT WASHINGTON



SEÑOR DON EMILIO DE OJEDA.



SIR MARCUS SAMUEL, LORD MAYOR OF LONDON.

—From a recent photograph.

Sir Marcus Samuel, the new Lord Mayor of London, is a leading Jewish merchant with important business interests in the East. He is a man 40 years old, who inherited a fortune and added largely to it with the profits of his business investments. His elevation to his high office was a tribute to his ability as a financier and executive.