

EXTRA EXTRA OIL STEAMER EXPLODES AND KILLS THE CREW

Four Met Death in San Francisco Harbor.

Ship Progress Completely Destroyed and Much Damage Was Done.

SAN FRANCISCO, Dec. 2.—With a jarring detonation that shattered every window within half a mile of the Fulton Iron Works, the oil tanks of the steamer Progress exploded this morning, completely destroying the vessel and sending four men to an instantaneous and horrible death. The victims were Timekeeper McGeorge and four firemen. Eighteen others were seriously wounded or burned by the flash of burning oil that enveloped the vessel.

The Progress, which was an ocean-going craft 270 feet in length, had been in the hands of the Fulton Iron Works for some time and had undergone complete remodeling for the purpose of converting her into an oil-burning vessel. It was on her trial trip that the accident occurred. It is not known in what manner fire was carried to the oil tanks, but the explosion was one of the most severe ever experienced in this city.

MUCH DAMAGE.
In addition to the complete and total destruction of the ship and the killing of four of her crew there was great damage wrought at the iron works by the shock of the explosion. Several buildings were thrown down and considerable machinery was damaged. Fortunately the boat was far enough removed so that none of the buildings at the works caught fire or there would have been much additional loss.

The experiment was being watched with much interest and no danger was feared. Many of the injured are in dangerous condition, and some of the burns and scalds from oil render the agony of the victims most excruciating.

It will be impossible to tell the exact number of lives lost. Fifty workmen were in the hold of the steamer at the time and some were on deck. An oil tank, containing 40 barrels of oil, exploded, tore up the decks and broke the ship in two.

STRANGE ESCAPE.
Captain Harding escaped miraculously. Many were blown into the water. Harry Conamara was blown to the deck and a piece of steel tore his arm off. The following are dead or unaccounted for: JOHN ASSIUTI, riveter. BEN JOHNSON, riveter. ED NELSON, sailor. JACK STRAND, fireman. JACK GOESHEN, fireman. JAMES MCGUIRE. DENNY CALAGHER, riveter. GLENN.
Several of the injured will die. Captain Harding says that the oil tank burners had just been inspected by Loyds and the surveyor pronounced them satisfactory, and therefore there is no accounting for the explosion.

One man was drowned.

DRUGGISTS ON THEIR METTLE

Make Remonstrance Against \$400 License Fee.

Yesterday afternoon 17 druggists met in Dr. O. P. S. Plumber's office, at Third and Madison streets, to frame a protest to be presented before the Common Council against the taxing of druggists \$400 per year for selling poisons. The protesting Dr. B. L. Jones, F. Byerley and G. Bettman, representing those who met yesterday, appeared at the City Hall and entered a remonstrance with Chairman Sigler of the license committee against the license fee.

They were told by Mr. Sigler that an amendment would be offered at the council meeting this afternoon, exempting drug stores from taxation, but requiring the proprietors to keep a registration book, in which all sales of poisons must be recorded.

INJURED BY ENGINE.

The Mascot brought up from La Center today a man by the name of W. B. Rogers, who was badly hurt at that place yesterday while assisting in moving a monkey engine. He fell under the cross-head of the engine, breaking one of his shoulders and receiving several ugly gashes about the head. He is in intense pain, and it is believed that he is injured internally. The unfortunate man was taken to St. Vincent's Hospital.

NOT SETTLED.

LONDON, Dec. 3.—The report that differences between France and England relative to New Foundland and other matters had been settled by mutual concessions is untrue. This statement was made this morning in Parliament by Lord Hanborne, Secretary of the Foreign Office. The declaration was brought about by a question directed to him by vote of Parliament.

VISITOR FROM FRANCE.



J. Paul Dupuy of Paris, publisher of the Petit Parisien, is visiting the United States to make a study of the methods of American journalism. He expresses himself as being delighted with all he sees and says he will carry home some valuable ideas and suggestions. Mr. Dupuy has been called the Harmsworth of France.

COAL STRIKE IS AGAIN TAKEN UP

The Commission Met at Scranton Today.

Justice Gray Expresses Sorrow That Agreement Was Not Reached During the Recess.

Scranton, Pa., Dec. 3.—With everything several degrees behind the point it had reached when adjournment was taken, the anthracite strike settlement commission resumed session in this city today. Justice Gray presided and each member was in his place. In opening the hearing, Justice Gray said: "I regret very much, and my colleagues join with me in this feeling, the misunderstanding which prevented some conciliatory agreement being reached between the miners and the mine operators that could have been approved by the commission. Not only has this caused general disappointment, but delay has resulted as well."

The taking of testimony was resumed and Darrow introduced as evidence several miners and their wives and children.

Only one company, the Delaware & Hudson, submitted the promised statement of wages. Counsel MacVeagh, for the Pennsylvania & Reading, declared that a large force of clerks had been constantly at work going over the books of that company during the whole of the ten-day recess, but the work was still far from completed.

INDEPENDENTS OUT.

The independent operators this morning would not submit their accounts or show profit or loss. Darrow replied that if they were willing to admit that miners were entitled to fair wages, whether the company was making money or not, he would agree that it was useless to have the accounts submitted; otherwise, if they contend they are unable to pay fair wages the submission of the accounts will be necessary.

Mitchell was the first witness. He said that a 20 per cent. increase in wages meant 17 cents a ton added to the cost of mining coal.

THE QUESTIONS.

MacVeagh's questions were entirely relative to wages. After Mitchell was excused photographic exhibits of miners' homes were offered. Darrow then put Coal Miner Dettery on the stand. He has been a miner 17 years and told of the system of docking. He said on some occasions 40 per cent of the weight had been deducted. He lost \$250 in that way last year. His total income for several years past has been only \$200. He has been blacklisted once because he would not disown his union and once because he refused to work where he could only make \$3 a week.

DEATH BY FIRE.

TUCSON, Dec. 3.—A special from Albuquerque says that a woman and three children were burned to death in a little cabin in the Jonese Mountains several days ago. The husband and father was away and when he returned home he found the cabin a heap of ashes and only the charred corpses of his family to tell the story.

PRESIDENT GRAYDON TALKS.

In an interview with a Journal representative this morning, Andrew Graydon, the president of the company, said: "We have finally obtained a franchise

MORGAN TO BATTLE IN THE SENATE

He Is Laying Plans to Down the Panama Canal Route.

Telegraphs to San Francisco to Secure Statistics Regarding Dangerous Conditions on the Isthmus.

WASHINGTON, Dec. 2.—Senator Morgan is gathering data for a fight against the Panama route for the inter-oceanic canal. It is known that he has wired to San Francisco for a report on the health conditions of the State of Panama. Morgan favors the Nicaraguan route and is known as a hard fighter to gain his point.

(Journal Special Service.)
SAN FRANCISCO, Dec. 3.—Senator Morgan today wired to Dr. Volzard, who recently arrived from Panama, as follows: "Write me and write about the sickness you saw at or know of in the State of Panama. I want a statement that I can lay before the Senate."

Volzard, who is a surgeon on the Pacific Mail boats, said: "Disease and death on the Isthmus never were more frightful than at present. Thousands have died there in the last few months. I have seen, not once but a dozen times, 50 or 60 corpses decomposing because of no labor or help to bury them. These deaths were not caused by yellow fever, but by dysentery and starvation."

MANY DANGERS.
"If yellow fever had been active it would have cleaned out the whole Isthmus. The system has succeeded well in keeping the true condition a secret. In the interior there is nothing but death and desolation. I have been over the ground and speak from personal knowledge."

Dr. Volzard will comply with the request of Senator Morgan.

'FRISCO WILL LOSE.

WASHINGTON, Dec. 3.—It has begun to look here as though San Francisco is doomed to defeat in the fight she is making to secure retention of the transport business with the Philippines, despite the low bid made by J. J. Hill, of the Great Northern Railroad, who would transfer headquarters to Seattle, Wash. Secretary Root will not let political enter into the administration of affairs in his office and the work of the California delegation, although it has already been undertaken, is likely to prove without avail. If Hill wants the contract and does not alter his bid at this late date it is almost a certainty that it will be his. Much telegraphic correspondence is being carried on between an Francisco and the California members of the House and Senate.

COLOMBIA WILLING.

WASHINGTON, Dec. 3.—Acting Minister Herran of Colombia at 9 o'clock this morning entered conference with Hay regarding the Panama Canal. The conference lasted an hour. It is generally understood that all questions regarding right of way are settled, the only question remaining being that of compensation to Colombia, which claims to derive an annual income from the railway of \$800,000. Accordingly Hay has entered into a thorough investigation of the

MERCHANTS LIKELY TO BOYCOTT MELLEN

COUNCIL WILL SUSTAIN OIL VETO



COUNCILMAN B. D. SIGLER.

"It is a hundred to one shot that the Mayor's veto will be sustained on the oil district ordinance," said Councilman Sigler just before the meeting of the aldermen this afternoon. "You may quote me as saying this, if you like, and I will tell you why I will vote in compliance with the Mayor's message," continued Mr. Sigler.

"The reason I voted for the ordinance in the first place was that I could find no provision in it that prohibited the creation of an oil district in any other part of Portland. I did not believe that the East Side should alone be encumbered with an oil district, and anyone studying the ordinance could not find that it so ordained. The Mayor vetoed the ordinance after long and careful scrutiny and old so, I believe, justly."

"Will another ordinance be prepared, Mr. Sigler?"
"It is more than likely, but it will not be for any one section of the city. The East Side people need not be alarmed, for the Common Council does not intend to discriminate against them."

LIQUOR LICENSE QUESTION.

An important matter will come up at the Common Council meeting late this afternoon in the shape of the amended liquor license ordinance. The License Committee labored long and diligently Monday and believed that a decision had been prepared that would meet the approval of all the councilmen. But there are several holes in the paper yet.

Chairman Sigler of the License Committee says: "The way we left the draught's clause, I believe, was a mistake. There are several drug stores within 400 yards of school houses and of course they cannot be licensed. Again to tax a small drug store \$400 may not be wise because it seems to be taking advantage of a trade that is compelled to keep liquor in stock. It is different with grocery concerns, because the proprietors need not keep liquor if they consider it will not pay in view of the \$400 tax. An amendment will be introduced exempting drug store owners from taxation if they keep their liquors under cover and at all times out of display. Big houses that make a display of intoxicants will be compelled to pay the \$400 license fee."

Another feature of the liquor ordinance, not clearly understood, is the taxation of clubs. As the matter was left Monday afternoon it is still within the discretion of the License Committee, whether or not a club shall be taxed.

It is believed that with the amendment regarding the drug stores, the ordinance will pass before the Council adjourns late this afternoon.

ROOSEVELT MAY GO TO FAR NORTH

WASHINGTON, Dec. 3.—That President Roosevelt is coming West when spring opens there is no doubt. He will make one of those tours for which he is famous, and there is more than idle rumor that he will extend that trip into the Far North and hunt for big game in Alaska. If this is true it will be the first time a president has taken so long a voyage outside of his own country during incumbency of office. Roosevelt is known to favor Alaskan legislation and his contemplated trip may be in connection with the successful carrying out of those plans, which trip may be in connection with

WILL BE BUILT BETWEEN THIS CITY AND FOREST GROVE BY AN EASTERN SYNDICATE.

The West Side & Suburban Railway company is a new corporation that has obtained a franchise from the City Council and approved by the Mayor. This road will run between Portland and Hillsboro, with an extension to Forest Grove. The distance covered will be 26 miles—20 miles to Hillsboro and six miles from Hillsboro to Forest Grove.

THE ROAD TO BE COVERED.
Work will commence on the new road within 30 days, and the road to be covered will be as follows: From the Portland terminal at First and Couch streets, out Couch street to Twelfth, down Twelfth to Northup, up Northup to Twenty-fifth, down Twenty-fifth to Lovejoy. On Lovejoy street the line will run one block up to Cornell road, out Cornell road till it strikes the hill, thence passing around St. Vincent Hospital and around the point to the west, following the general direction of the Barnes road. After reaching Barnes road the line will make a loop, bringing it back to an upper point on King's Heights, where a complete turn will be made, thence going directly eastward, passing over the top of the hill at the Catholic Cemetery, thence down the other side of the hill through Cedar Mill, from which point the road will go in a direct westerly course to Hillsboro and Forest Grove.

Stations will be established at intermediate points, and stops will be made wherever business will demand.

The capital to be invested will be furnished entirely by Eastern capitalists, who have an unlimited amount of money invested in various traction companies in Eastern cities.

PRESIDENT GRAYDON TALKS.
In an interview with a Journal representative this morning, Andrew Graydon, the president of the company, said: "We have finally obtained a franchise

of our attorney as also several other prominent attorneys, who opine that our franchise is perfectly valid. We shall go right on with our road.

"Our road will be standard gauge, and first-class in all its equipment. The cars will be of the latest improved designs and the rails will be of 70-pound weight."

PEOPLE ENTHUSIASTIC.
"The people all around our proposed line are very enthusiastic over the prospect of our line, and express their hopes that the road will be built as soon as possible. We shall commence building the road within 30 days and have it completed within 12 months after that time.

"Our line will outrival any electric line in the country for the scenery which it will pass on the way from here to Forest Grove."

MENDENHALL SATISFIED.
A. R. Mendenhall, the attorney for the company, said to a Journal representative this morning: "We have received all the encouragement possible for our road, especially from leading business men of this city, who have signed our petition for a franchise. Our company is willing to do everything to please the people of Portland and the surrounding country, and will accede to any requests relative to our proposed road that will be to the benefit of the community. It accords that the city should give as much encouragement to our enterprise as possible, as this will necessitate a large number of people being employed. Not only this, the territory to be covered will add materially to the business of Portland, by having products along the line sent to the Portland market. I think the wishes of the masses should be consulted in this matter rather than the minority, of which the city attorney is one.

"As to the latter's opinion, I do not care to say anything at the present time, but everything will turn out all right."

Portland People Are Angered at His Discourtesy.

Takes No Notice of a Formal Protest—Trou- ble May Follow.

The members of the Manufacturers' Association have determined that if no answer to their letter to President Mellen of the Northern Pacific Railroad demanding an explanation or apology of his slur on Portland and on the Lewis and Clark Fair is received within a few days they will punish him by entering into what will be a practical boycott of his road. Not only will they do this, but so far as lies in their power they will induce other merchants to participate in what they deem just retaliation for an uncalled-for and ungentlemanly attack on the prospects of this city.

The most interesting matter before the Manufacturers' Association at its meeting last night was the consideration of the statements made to The Journal by President Mellen of the Northern Pacific on his recent visit to Portland, in the course of which he took occasion to wantonly attack the Lewis and Clark Fair.

As has hitherto been published in The Journal, a letter had been sent Mr. Mellen by the association demanding an explanation or apology, and no little indignation was manifested last night when it was learned by the members that the railroad magnate had not even had the courtesy to acknowledge the receipt of the protest.

INDISCREET RAILROAD PRESIDENT.
"Mr. Mellen was certainly indiscreet," began Col. David M. Dunne after the subject had been introduced.

"Indiscreet?" said Mr. Devers, who sometimes states cold and brutal facts "it was ungentlemanly."

And the general discussion which followed was remarkable for the candid expression of personal opinions of Mr. Mellen's tact, politeness and business sagacity.

The result of the entire affair will be that if Mr. Mellen does not within the next few days do the Manufacturers' Association the common courtesy of replying to their letter, the individual members of the association will exert their influence toward the diverting of all freight from the Northern Pacific Railroad which can be possibly shipped over any other line.

It was also suggested that the directors of the Lewis and Clark Fair take the matter up with Mr. Mellen in order that it may be clearly understood what position the railroad president proposes to take regarding the big exposition, which means so much to Portland, and to the entire State.

TACOMA WILL AID.

The obtaining of lower distributive freight rates was discussed. Secretary McIsaac reported that the commercial organizations of Tacoma would assist them in their fight for lower freight rates, but that the Seattle organizations were yet to be heard from.

The discussion was brought to a focus by a motion being made instructing the secretary to wire the Seattle people by hurry, as it was time to be let it be known that the Seattle organizations were yet to be heard from.

The secretary's monthly report showed a balance of \$129.45.

Those present at this meeting were President W. H. Morrow, D. M. Dunne, A. H. Devers, E. W. Kilham, George Lawrence, Jr., W. H. McMonies, Dan Kellaher, A. E. Gantenbein, F. L. Knight, O. E. Heintz, R. J. Holmes and Secretary, C. H. McIsaac.

to be a battle for right and justice. With them is President Roosevelt.

SEATTLE BUREAU CERTAIN.
WASHINGTON, Dec. 3.—There is no longer the possibility of doubt of the election of Joseph G. Cannon to succeed Henderson as speaker of the House of Representatives. The announcement by the Pennsylvania delegation that it would support Henderson removed the last possibility of his defeat and upon the retirement of Henderson Cannon will take up the reins of affairs in the lower body of the American Congress. While it was practically certain some time ago that Cannon would be the man there has always been room for doubt up until the present time.

MEN BURIED ALIVE.

SEATTLE, Dec. 3.—Word has been received here of the burying alive of Victor Krokk and Charles Wiernia at Treadwell, Alaska, on the 22d of November. The collapse of the bankers of the Mexican mine is the cause.

OFF WITH SAGASTA.

MADRID, Dec. 3.—Premier Sagasta today resigned irrevocably and declares he will never again enter the ministry. The King tried his best to induce the aged diplomat to resume the abandoned portfolio but Sagasta declares he is too old for active service and will hereafter remain in private life.

MET DEATH IN ANGRY SEA.

SWANSEA, Dec. 3.—The brigantine Drymore, which reached port today, brings a story of the loss of the Neptune Billmo in the Bay of Biscay. Five of the passengers of the ill-fated vessel were rescued by the Drymore and brought here. Five others are believed to be still drifting about the bay in an open boat if they have not been swamped and drowned. Twenty-eight are known to have perished when the vessel went down.