

# The Morning Astorian.

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## PANTS SALE

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\$4.50 pants \$3.60  
\$5.00 pants \$4.00

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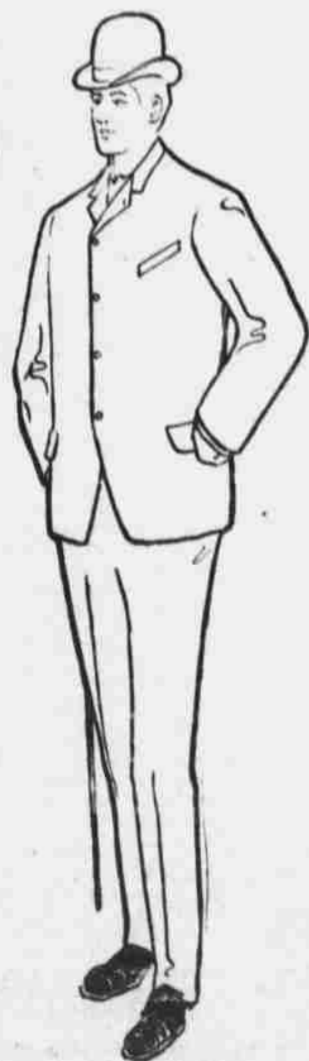
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We can Suit, Fit and Please you not only once, but by the year

## P. A. Stokes

TWENTIETH CENTURY



## PRESIDENT ROOSEVELT HAS A NARROW ESCAPE

### Electric Car Traveling at High Rate of Speed Smashes President's Carriage--- Cared for Others First.

### Mishap Occurred Near Pittsfield, Massachusetts—Secret Service Agent Instantly Killed—Chief Executive Badly Bruised About Head—Car Crew Placed Under Arrest.

PITTSFIELD, Mass., Sept. 1.—The President of the United States escaped a tragic death by only a few feet in a collision between his carriage and an electric street car in this city today, while one of his most trusted guards, Secret Service Agent William Craig, was instantly killed and David J. Pratt of Dalton, who was guiding the horses attached to the vehicle, was most seriously injured. President Roosevelt himself was badly shaken up but received only a slight facial bruise. Secretary Cortelyou, who occupied the seat directly opposite the president in the carriage, sustained a minor wound in the back of the head, and Governor Crane, who sat beside the president, escaped without a scratch. The carriage was demolished by the impact of the rapidly moving car and the wheel horse on the side nearest the car was killed. The crew and passengers of the car escaped injury.

The president and party were driving from this city to Lenox through South street, one of the principal thoroughfares of Pittsfield, which was lined with cheering people, and the catastrophe happened in plain view of hundreds whose happiness at the advent of the Nation's chief was suddenly turned to grief.

Thousands had poured into the city in the early morning from the country to see and hear the president, and his address at City Park had been loudly cheered. At the conclusion of the exercises he wished to make a brief call on ex-Senator Dawes, whose house in Elm street is but a short distance from the park. The president's carriage on which he had ridden from Governor Crane's home at Dalton was accordingly driven to the Dawes residence, and the carriages containing a number of other gentlemen in the party, followed. President Roosevelt's call was a short one and then the carriage returned to the city square. After a few minutes delay the journey to Lenox was begun. Meanwhile a mounted escort of police officers and carriages carrying newspaper correspondents who have accompanied the president on his tour, had started off ahead on the road to Lenox and were some distance in advance of the president's equipage. Three or four other open carriages fell in line immediately behind the landau in which the president rode with Secretary Cortelyou and Governor Crane. Secret Service Agent Craig, who throughout the New England trip has been almost constantly at the President's elbow, was on the driver's box beside Coachman Pratt. The tracks of the Pittsfield Electric Street Railway Company are laid in the center of the road with ample room for teams on each side, and scores of vehicles of every description followed along the road behind the president's party. Shortly after he left, a Park electric car, which had been filled with passengers, started toward Lenox well behind the procession. It passed all and was about a mile and a half out of the city at the beginning of Howard Hill and was nearly up to the president's carriage, which was traveling on the west side of the highway.

Just at the foot of Howard Hill, the road bends a little and teams are compelled to cross the street railway tracks to the east side. The railroad then continues alongside of the street instead of in the center. Just at this point the up grade of the hill begins and but a short distance beyond the crossing there is a narrow bridge spanning a small brook. The trolley car approached the road crossing under a good head of speed, with the gong clanging, just as the driver of the president's carriage turned his leaders to cross the tracks.

On each side of the executive's carriage road two mounted troopers of the local cavalry company and horsemen on the left of the landau had turned on to the track with the trolley car immediately behind them. Alarmed by the clanging of the gong

they both turned in their saddles and waved vigorously to the motorman to stop his car. Almost at the same instant, Governor Crane, who quickly perceived the danger, rose to his feet and likewise motioned to the motorman.

The latter, in great excitement, desperately tried to stop his car but it was too late. It crashed into the carriage as a loud moan went up from the frenzied on-lookers who thronged the roadside and who but a moment before were cheering the president. The horsemen managed to get the frightened animals out of the way just in time and the car struck the rear wheel of the carriage on the left side and ploughed through to the front wheel of the vehicle which received the full force of the blow.

The carriage was upset and one horse fell dead on the tracks. No one on the cars seem to be able to explain how the accident happened. Even the motorman and persons on the front seats are apparently unable to tell why it was not avoided.

LENOX, Mass., Sept. 1.—A terrible accident overtook the president's coach a short distance from Pittsfield about 10 o'clock this morning. After a short visit to the home of ex-Senator Dawes, the president started on the long drive to Lenox. He had not gone far when an electric car ran into his vehicle, throwing every one to the ground and badly damaging the coach. The president at once directed that Craig's body be cared for and sent couriers ahead to prevent cheering and to announce that he would go at once to his train, which had been sent ahead to Stockbridge. The president stopped for a few moments at the Hotel Aspinwall, where the party was to have lunched, and made a brief announcement of the accident to the people who were silently gathered on the steps. He alighted from the carriage and walked a few steps and was clearly under the stress of great feeling. Then he retraced his steps to the carriage and turning to the people said:

"We have met with an accident. One of the party, a faithful friend, has been killed and our driver undoubtedly fatally injured. Under the circumstances, it is of course impossible for me to say more to you than that I deeply appreciate your kindly greeting."

Then he went on to Stockbridge.

STOCKBRIDGE, Mass., Sept. 1.—The president's train left here at 12:15 for Bridgeport, Conn., the point where he will embark for Oyster Bay. The president's physician, Dr. Lusk, says the president and Mr. Cortelyou received slight contusions about the head and face, but that the injuries are not at all serious, and the scheduled stops will be made.

The accident happened at a point about a mile and a half from this city near the Pittsfield Country Clubhouse. The president was enjoying a coaching trip from Dalton, Governor Crane's home, where the president spent the night, to Lenox, a distance of 20 miles over the Berkshire Hills. The car was in charge of Conductor James Kelly, with Motorman Luke J. Madden on the front platform. The car struck the coach in the rear and smashed in the back of the vehicle, tipping it over and throwing its occupants to the ground. The president was not badly damaged. Motorman Madden and the conductor Kelly were at once arrested and brought to Pittsfield.

After leaving Senator Dawes' house the carriages containing the president and party were driven down South street, two carriages on either side. When near the Pittsfield Country Club and at the railroad crossing the electric car was noticed coming at a terrific rate of speed. Mr. Craig signaled to the motorman to stop, but he apparently paid no attention to the warning. A witness of the accident stated that the motorman was speeding the car in order to reach the club. The president, Governor Crane and Secretary Cortelyou were piled up in

a heap. The awe-stricken crowd which witnessed the accident rushed to the president's carriage with no expectation that he would be found alive. The president was cut on the right side of his chin and his face is much swollen. Pratt the driver of the coach, was taken to the Pittsfield hospital. The president and Secretary Cortelyou, with the other members of the party went to the country club, where their wounds were dressed. In a short time they proceeded to the Curtis Hotel at Lenox, arriving there at 11 o'clock.

The president retained his usual composure, although he was solicitous for the rest of those in the carriage. Extreme excitement prevailed and rumors flew that the president had been killed. After remaining at the scene of the accident for an hour the president determined to continue his journey to Stockbridge. After a brief stop at Lenox he was driven to the train. In the next carriage to the president's when the accident happened was Dr. A. G. Lung of the navy, who accompanied the president for just such emergencies as this, and who was promptly on hand to render assistance as this. But the president was disinclined to receive medical attention, saying that he was but slightly hurt.

The president's program today included a journey from this state through Connecticut, and he was to stop at Lenox and Stockbridge and Great Barrington, Mass., and at New Milford and Bridgeport in Connecticut. At Bridgeport the yacht Sylph was to meet him and take him back to Oyster Bay.

The accident, however, will probably cause a change in the intermediate stops from Lenox to Bridgeport, the president proceeding directly there and at once embarking on the Sylph for Oyster Bay.

Another account of the accident says that the trolley car was coming up behind the president's carriage at terrific speed. The carriage was struck as it was crossing the tracks diagonally. Craig, who was looking around and half standing, trying to warn the trolley car back, was knocked from the box to the track and the car passed over him, killing him instantly. The carriage was knocked to one side and wrecked. The president was thrown out and the wreck of the carriage fell against him. He was picked up bleeding from a cut on the right cheek, but he was able to get on his feet at once.

Secretary Cortelyou was unconscious when picked up. He was badly hurt on the back of the head and cut on the face, but soon recovered enough to ask for the president.

Governor Crane was badly bruised. Representative Lawrence was the least hurt of anybody in the party in the president's carriage. The driver of the carriage, D. J. Pratt, was very badly hurt. He fell with Craig, but the reins swung him out of the path of the car.

The military guard of four mounted men of the Second Massachusetts infantry were the first to get at the wreck. They were at once assisted by Secret Service Agent Taylor and Postoffice Inspector Meyers detailed on secret service duty who was in the second carriage.

The president was helped to the second carriage with Secretary Cortelyou and they were at once attended by Dr. Lung who was in the third carriage.

### MOTORMAN'S DEFENSE

Told the President He Had the Right of Way.

STOCKBRIDGE, Mass., Sept. 1.—The president arrived at Stockbridge shortly before 12 o'clock, having driven leisurely across the country from Lenox. The people had turned out to give him a welcome, but the news of the accident had preceded him. His face was badly swollen, and he was no doubt suffering pain, but not to disappoint the crowd in waiting, many of whom had come some distance to see him, he stopped just long enough to say a few words. He spoke as follows:

"I presume you have heard that our party met with an accident, in which one man was killed. Therefore, I shall not address you, beyond thanking you for your kind reception, and request that you make no applause or demonstration of any kind."

The president went immediately to his train, which left as soon as he got aboard. The president was calm and collected, and deplored the death of Craig.

"He was the most faithful man I ever knew," said he. "My children fairly worshiped him."

When Craig saw the impending danger and that a collision could not be averted, he was heard to say: "Oh, my God!" and then he was hurled through the air and fell under the wheels, his head and body being mutilated almost beyond recognition. On the right of him was the driver, Pratt, who was thrown a distance of 25 feet. The president asked the motorman: "Why were you running your car like that?" which brought only the response:

"Because I had the right of way." The president said that when he saw

(Continued on Page Four)

## OHIO DEMOCRATS SUPPORT BRYAN

### Tom Johnson Boss of the Entire Convention—Endorses Kansas City Platform.

### MINISTER TO HAVE OFFICE

### Democratic State Convention of Ohio Adopted Resolution Declaring Allegiance to Old Party.

CEDAR POINT, O., Sept. 1.—The Democratic state convention adopted a platform which contains the following declaration:

"We, Democrats of Ohio, hereby acknowledge and declare our continued allegiance to the Democratic party of the Nation and on the national issues reaffirm and endorse the principles laid down in its last national platform adopted at Kansas City and fully and ably represented in the presidential campaign of 1900 by William Jennings Bryan. Regarding those principles as opposed to imperialism and colonialism, as opposed to government by injunction, as opposed to trusts and trust-fostering tariffs, as opposed to financial monopoly and as opposed to all other legalized monopolies and privileges, we condemn every effort to repudiate or ignore them."

The following nominations were made:

For secretary of state—Rev. Herbert S. Bigelow, of Cincinnati.

For supreme judge—Michael Donnelly, of Napoleon.

For food and dairy commissioner—Phillip H. Bruck, of Columbus.

For member of state board of public works—Joseph J. Pater, of Hamilton.

The Democratic state convention here today was principally the occasion of booming its presiding officer, Mayor Tom L. Johnson, for the presidency and of introducing into Ohio politics, Rev. Herbert S. Bigelow, pastor of the Vine street Congregational church at Cincinnati.

Rev. Bigelow is 33 years old, independent in his creed. The convention was in session less than three hours. It was a Johnson convention throughout.

### SPEECH OF HON. TOM L. JOHNSON

The principles of Democracy, always old, but never obsolete, confront us today, both in local and in national questions. One of these national questions relates to trusts. For this evil our adversaries advise publicity as the remedy. Publicity! That might protect investors against fraud but how could it protect the public against monopoly, which is the basis of trusts? Men whose incomes have increased but little or not at all, but whose living expenses have increased enormously, why should they declare for publicity? What is needed is not examinations of the account books of the trusts; it is the sweeping of monopolies from the statute books of the people.

The money question is also national. And let me tell you this is no dead issue, as they would have us believe. Dead, though it may be in one form, it is alive in other and more radical forms. So long as Wall street interests dictate our financial policies, the money question cannot die. You know that I have never accepted the doctrine commonly known as "16 to 1."

I have worked with those who do accept because I have believed as I believe yet that the free silver fight was the first protest of the American people against monopoly—the first great struggle here of the masses against the privileged classes. It was not free silver that frightened the plutocratic leaders. What they feared was free men.

We have in national politics, the vital question of self government. Shall we continue to govern distant colonies from Washington, as distant provinces were governed by Imperial Rome before her fall and as crown colonies are governed by the British Empire today? That question also is at the bottom a monopoly question. There would be no subject colonies, if colonies could give no monopoly franchises. But national questions are not for us to deal with in this state convention. Great as is Ohio in territory and population and wealth; important as she is in sisterhood of states; influential as her Democracy is capable of being in the councils of the national party, she is not great enough, nor important enough, nor is her Democracy influential enough to warrant this convention in dictating national policies or remodeling national platforms. We have not been elected for that purpose. The function of revising national platforms belongs with conventions chosen for national purposes. Our function, so far as national questions are concerned, begins and ends with an unmistakable identification of the Democratic party of Ohio with the Democrats of the Republic. That can be done in good faith only by acknowledging the authority of the latest national exposition of party doctrine on national questions. In my judgment therefore this convention ought to recognize the Kansas City platform. It ought also to pay the tribute of its respect to the great Democrat who has in two national campaigns brilliantly led us against the Republican party and its allied hosts of non-partisan monopolists.

### CARDINAL GIBBONS ILL.

BALTIMORE, Sept. 1.—Cardinal Gibbons is suffering from an attack of kidney trouble and it is his wish that an operation may be necessary.

### LANE RECEIVES NOMINATION.

California Democrats Elect Candidates—Law for Chief Justice.

SACRAMENTO, Cal., Sept. 1.—F. K. Lane, city attorney of San Francisco, was today nominated for governor by the Democratic state convention on the first ballot, the vote standing: Lane, 46; J. V. Coleman, 19; Thos. O. Toland, 4; John K. Law, of Cereed, was nominated for chief justice by acclamation.

### WISCONSIN DEMOCRATS

NAME D. S. ROSE.

MILWAUKEE, Sept. 1.—David S. Rose, of Milwaukee, was tonight named for governor by the Democratic state convention.

### BASEBALL

NORTHWEST LEAGUE.  
At Butte—Butte, 3; Tacoma, 1.

AMERICAN LEAGUE.  
At Cleveland—Cleveland, 8; Baltimore, 6.

At St. Louis—St. Louis, 9; Washington, 4; second game, Washington, 6; St. Louis, 2.

At Detroit—Philadelphia, 5; Detroit, 3.

NATIONAL LEAGUE.  
At Philadelphia—St. Louis, 3; Philadelphia, 1.

At Boston—Pittsburg, 12; Boston, 5.

At New York—Cincinnati, 3; New York, 1.

At Brooklyn—Brooklyn, 4; Chicago, 0.

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