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LARGEST CIRCULATION IN CLATSOP AND THE ADJOINING COUNTIES...

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NO. 82

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Given Away

One 14 carat Solid Gold Watch, first class Waltham movement; Spexarth's price, \$40.00.

One Extra Gold Filled Watch, also Waltham movement, worth at Spexarth's \$40.00.

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P. A. STOKES

SHIPPING COMBINE IS MISUNDERSTOOD

Different Opinions Stir Up Discussion in Great Britain.

LONDON, Oct. 2.—As usual the English press completely misunderstands the gist of the latest developments in the shipping combination and attributes it to motives which do not exist and coupled with a weird secret agreement that was never contemplated. From the highest sources the Associated Press learns that the statement of Gerald Balfour, president of the Board of Trade at Sheffield event wherein it concerned the final agreement with the Cunard Line, did not in the slightest degree alter the conditions that previously existed.

"From the commencement," said one of those chiefly interested in the Anglo-American combination, "we have intended that vessels which were British when the combine was begun should remain British. Any sane business man reading our agreement with Harlan & Wolff could arrive at no other conclusion. Taking into account the cost of building and the rates of wages in the shipping business prevailing in the United States, it was a policy so obvious that it is hard to understand how it could be misinterpreted. The trouble all along has been that the English papers insisted on believing or pretending to believe that the combine was a matter of politics, instead of being purely a commercial agreement in which English capital is vastly concerned. The absurd suggestion that the Morgans receive a quid pro quo is another instance of persistent ignorance of the situation. Mr. Balfour told all that was to be told and merely explained what have always been the plans of the combine in a way that would allay this unfounded agitation in England. All that is behind this consists in the motives which prompted us to give the public a specific understanding. We gave an account of the rumors that several members of parliament interested in shipping were preparing a bill to prevent vessels from using the British flag unless owned by British capital. This would have embarrassed the government and would have been a more stringent law than exists in the United States. To prevent a misunderstanding, we gave our word that the British prestige shall be maintained. Our word was taken as sufficient and in return we take the present government's word that they will not sanction any such legislation as I have mentioned. In both cases the guarantee is perhaps rather sentimental. But the Morgans may be expected to last as long as a government elected by one party in the United Kingdom.

"So far as the combine is concerned, Mr. Balfour's announcement contains no change of policy. We have given nothing we intended to withhold and the government has conferred no more material favors on the combine.

"Regarding the Cunard Line, I do not agree with the opinion in English shipping circles that the increase of its subsidy and the loan of money signify the pauperization of that company. From a political point of view it was necessary for the government to take some steps to soothe the ruffled feelings of a section of its constituency. As to the loan, there are still many laymen and naval officers who believe that mercantile cruisers faster than those possessed by other nations increase the naval strength of the country. Anyway, 24 to 25-knot cruisers, all British, will be ready to be turned over to the government in case of war. It will help the Britishers to sleep quieter."

In an address delivered at the West Indian Club last night, Sir Alfred Jones, president of the Liverpool Chamber of Commerce, said he thought the government had achieved a bold stroke in the Cunard agreement and that the Cunard Company deserved the arrangement and the subsidy. Outside shippers might consider that they had been left out in the cold, said Sir Alfred, but that did not matter if the nation benefited by the agreement. There was no doubt that the British people would have the fastest steamers on the Atlantic and that is what they ought to have.

LONDON, Oct. 2.—A day's reflection appears to have convinced many people that the government has treated the Cunard Steamship Company too generously and a considerable objection is crystallizing around the question whether the government has not acted over-hastily in this departure from its traditional policies with regard to subsidies. The strongest objection is made to providing money with which to build new steamers. It is argued that so doing will form a difficult precedent, as other shipping companies are certain to demand similar privileges, which it will be found hard to refuse. It is feared also that the American and other governments will retaliate by increasing their subsidies.

The government will probably be briskly criticised when parliament re-assembles, especially for deciding such a momentous question before the parliamentary committee which is now considering the matter of subsidies, has made its report. It is understood that the resolutions were introduced by the Board of Trade, the Earl of Selbourne, first lord of the admiralty, and the colonial office and, according to the Daily Chronicle this morning, the agreement with J. Pierpont Morgan was only accepted since the heads of the shipping combine foregathered in New York City.

One shipping critic points out that there is nothing in the government's agreement with the Cunard Company to prevent a working arrangement between the Cunard Company and the Morgan combine.

It is everywhere conceded that the Cunard Company has made a good bargain, all other subsidies to the peninsular and Oriental and other steamship lines being upon a small scale and less than \$10,000 per vessel. On the other hand officials of the Cunard Company point out that the North German Lloyd Line on a capital of \$20,000,000, gets a subsidy of \$1,000,000 a year or seven per cent on its capital. Reckoning that two new steamers will cost \$5,000,000 apiece, the capital of the Cunard Company will also nearly equal \$5,000,000, yet the Cunard's subsidy is only \$750,000 a year.

The Daily Mail understands that the government is negotiating with Canada for a fast steamship service between Canada and Great Britain, on the basis that Canada pays two-thirds and Great Britain one-third of the cost. General satisfaction is expressed at the decision of the Canadian railway to establish such a line.

CAPTAIN MAHAN'S OPINION.

Is Gently Criticized by the London Press.

LONDON, Oct. 2.—The Times this morning reprints the chief articles in Captain Mahan's article published in the United States, entitled, "Why We Must Have a Greater Navy."

In an editorial on the article in question, the Times says Captain Mahan's argument is undoubtedly cogent and comprehensive and it affords much food for reflection. It touches not only the United States, but every naval and commercial power in the world, and opens out a prospect of universal naval expansion to which it seems hardly possible to set any assignable limit so long as the commercial expansion of one nation means the commercial exclusion of others. Yet, this article continues the Times, does not necessarily imply anything of the kind. Commerce ought to be a reconciling and consolidating force. No man wants to quarrel with his best customer, but every man is prone to quarrel with the neighbor who boycotts his wares. If these simple maxims of daily life were accepted in international commerce, there might be some prospect of escape from the appalling, yet inevitable burden, which Captain Mahan's logic is to fasten upon the nations.

IRISH TROUBLES.

DUBLIN, Oct. 2.—In the course of the hearing before the county court of Rirr, Kings county, on the appeal taken by Edmund Haviland-Burke, M. P., and Michael Reddy, M. P., and the chairman of the Rirr rural district council, against the sentence imposed September 4 of five months imprisonment at hard labor upon conviction of intimidation, the courtroom had to be cleared on account of interruptions. The asses were adjourned. Mr. Haviland-Burke was paroled, but Mr. Reddy was held in custody.

William Hastings, editor of the Western News, of Ballina Sloe, county Galway, has been convicted under the Crimes Act on the charges of incitement, intimidation and conspiracy, and sentenced to two months' imprisonment. The case has been appealed.

PANAMA TITLE FOURTEEN MINERS

Is Cleared By Attorney General Knox at Paris--Papers Delivered to United States.

NEW YORK, Oct. 2.—William Nelson Cromwell, general counsel for the new Panama Canal Company, who has returned from Paris, says he delivered to Attorney-General Knox, in Paris, every conveyance, decree, concession or other document relating to the properties of the new Panama Canal Company and its unquestionable power to convey the canal, the plant, concessions, and other property to the United States free and clear of all lines and claims of any kind.

To Mr. Waldeck-Rousseau, who has just resigned the premiership of France to resume the practice of his profession, he said: "All the documents in question have received his elaborate opinions endorsing the same and in addition giving his conclusions that the title to the property is perfect and that the United States will acquire a complete and valid title thereto, free from any possible complications from creditors or stockholders of the old company."

The conveyance of the new Panama Company will be supplemented by the official concurrence of the liquidator of the old company and by the representatives of the bondholders of the old company, who have been fully assured by decree of the court to grant such concurrence. Thus, there is left no one to question the conveyance.

"In my judgment it only remains to conclude a treaty with Colombia to fully satisfy the provisions of the Spooner law. That treaty has been nearly agreed upon, only three or four points still being under discussion.

"In my judgment this is only a matter of time and skill, and I believe it will end in the United States acquiring and completing the Panama canal."

KAISER'S PLAN FAILS.

Foolish Interference Causes Further Trouble.

BERLIN, Oct. 2.—Ministerial circles are astonished at the anti-German expressions in the British press in connection with the application of the Boer generals to be received by Emperor William. What his majesty, it appears, really intended, was to have given the generals some good advice, tending to promote harmonious relations between the Boers and British during the political reconstruction of South Africa.

The widening of the rift between the Boer generals and the British government seems to have given the emperor the idea, according to semi-official talk, that he could serve both the British and the Boers by counselling the latter to forego the agitation which has arisen on the continent on the basis of what is called Great Britain's ungenerous treatment. Since, however, Emperor William's object is wholly misunderstood in England, it is said definitely that the generals will not be received by his majesty, unless the British government approves of it.

THE KID WAS "IT."

CRIPPLE CREEK, Colo., Oct. 2.—"Cripple Creek Kid" Bennett, of this city, knocked out Dick Green, of Chicago, at the Opera house in the second round of what was to have been a 20-round go. A hard left in the neck as Green was rising from the ropes did the work.

Green was put to sleep and lay on the floor six minutes after the count. The fight was for the lightweight championship of the West.

EX-BOERS ARE COMING.

CAPE TOWN, Oct. 2.—Generals Kritzinger, Fouché and Joubert, the Boer commanders, sailed from here yesterday for England on their way to the United States, where it is said they intend to go on a lecturing tour.

In an interview General Kritzinger denied that he planned a lecture tour in the United States. He said he was going to that country purely on a pleasure trip and added that he was thoroughly reconciled to the new conditions in South Africa.

COAL MINERS KILLED.

LONDON, Oct. 2.—The breaking of a rope which was attached to a car which was ascending the shaft of a coal mine at Pontypool, Wales, precipitated the car throwing eight men 300 yards to the bottom. All were instantly killed.

FOURTEEN MINERS SUDDENLY KILLED

Fire Damp Causes Explosion--Only Five Bodies Recovered

SEATTLE, Oct. 2.—A special from Black Diamond, Wash., to the Post-Intelligencer says:

Eleven men were killed and three were injured in a mine explosion on the fourth level of the Lawson mine, one mile from this place, about 9 o'clock last night. The dead:

JOHN SWANSON, married; wife and one child in Norway.

ROBERT LAUNBERG, single.

FRANK GROSHELL, married; one child.

JOHN CREGHIND, single.

SIMON TRESIVEZ, married; four children.

LOUIE DECKMAN, married.

ED RECCI, single.

ED APPLETON, married.

HUGH LAVANDOR, single.

The injured:

Chris Baker, slightly burned about the face.

James Carson, seriously injured about the head and hands and injured internally.

William Lightnell slightly burned.

The bodies of the dead miners are now in the hands of the undertakers. The men employed in the working of

the chutes were instantly killed. Two gangway-men working farther in the level of the gangway evidently escaped the effect of the explosion and went instinctively toward the slope for safety. The deadly after damp swept down on them and they succumbed after not more than a few minutes' struggle against fate. The experience the miners told them lay in store for them.

Only the bodies of the men in the workings are burned showing that the sheet of flame which followed the explosion did not extend to the slope, though it is declared by some of the washers to have been seen from the air shafts.

The bodies of those miners who were burned were discovered lying in a cramped position, their legs closely drawn up towards their bodies and their hands clinched. Dust covered their faces so that they were at first unrecognizable when taken from the mine. Their clothes were torn and were thickly coated by the coal dust. The other bodies were not disfigured. No. 4 level in the Lawson mine has not been open long.

STARTLING EVIDENCE

St. Louis Boodlers Begin to Let Some Light in on Black Spots.

ST. LOUIS, Oct. 2.—In the trial of Robert M. Snyder, banker and promoter, charged with bribery in connection with the passage of the Central traction bill, the state's case was practically submitted today.

Startling testimony was elicited to the effect that large sums of money had been freely distributed in securing votes for the bill. Probably the most startling testimony of the day was from George J. Kobusch, president of the St. Louis Car Company. He said that he was the man who interested Snyder in the Central traction bill, though he deals with councilmen through Edgar A. Mephan; that he sent money through Mephan and that Meohan was to be paid \$25,000 for his services. He named some of the men who got the money: Carroll, \$17,000; Gaus, \$10,000; Gast, \$10,000, or at a general rate of \$10,000 a head.

Frederick Uthoff also unboomed himself with rather a little confusion, yet he named the large sums of money with the same directness, specifying who paid and who was paid.

MINERS IN JAIL

SCRANTON, Pa., Oct. 2.—A crowd of strikers at the Throop tonight were given an unpleasant surprise. They attacked a train going to the Pancoast colliery, which they supposed contained non-unionists, but, which in fact, had on board two companies of soldiers. The train was quickly stopped, the soldiers piled out and captured eight of the mob, all foreigners. They were brought to this city and were sent to jail in default of \$500 bail each.

EMPLOYEES TO GET COAL

HARRISBURG, Pa., Oct. 2.—The Philadelphia & Reading Railroad Company has notified its employes in Harrisburg, who are heads of families, that they will be supplied with one ton of anthracite coal at \$4.50 per ton in less than 10 days.

THE INSIDE AND OUTSIDE



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"SUPERIOR" HOT BLAST
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