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White Skirts, deep ruffle, one row insertion, lace and dust ruffle, 75c. Skirt, two large flounces, two rows val. insertion and lace, dust ruffle, 11.45. White Cambric Skirt, lawn flounce, six tucks embroidered insertion, six tucks above flounce, dust ruffle, 12.10.

We have a large assortment in Children's Underwear, drawers and Skirts, and outsets in Gowns and Drawers. All choice styles and at unusually low prices.

**THE BEE HIVE**

# Away for the West

President Roosevelt Leaves Washington Amid the Huzzas of the Multitude.

IS GREATLY ENTHUSED

Western Tour Begun Under Conditions That Bespeak Fine Trip.

Washington, April 1.—President Roosevelt at 9:05 this morning started on his western trip under the most favorable auspices. As the special train pulled out of the Pennsylvania station the president stood on the platform of his car tipping his hat and smiling in response to the enthusiastic cheers of hundreds of admirers.

The journey as planned will occupy nine weeks and three days and the party will travel a little more than 1400 miles.

As early as 8 o'clock a crowd began to gather at the White House to witness the president's departure. As he entered the carriage to drive to the station the men made the historic grounds echo with cheers while women waved their handkerchiefs and many of them their hats. The Pennsylvania station the men made the historic with people anxious to extend to the president their good wishes for a safe, successful journey. Notable precautions were taken to insure the safety of the president. The police arrangements were under the personal supervision of Commissioner West and Chief Sylvester. Uniformed officers, detectives, plain clothes men and secret service operatives surrounded the president and covered every point.

As President Roosevelt alighted from his carriage he was joined by Secretary Hitchcock and they walked down the platform arm in arm, the president stopping now and then to greet friends. He was attired in a black cutaway coat, dark striped trousers and wore a soft felt hat. He was in the best of spirits and chatted enthusiastically about the trip.

### President Rides with Engineer.

Pittsburg, April 1.—President Roosevelt viewed the scenery around the famous Horseshoe curve this afternoon from a seat in the cab of the locomotive attached to his special train, and after a ride of about 50 miles expressed himself as delighted with his experience.

When the special reached Altoona at 4:30 p. m. the president alighted from his car and walked rapidly to the front of the train. Two engines were coupled to it, ready to pull the heavy cars over the Allegheny mountains, and the president shook hands with the crews of each. He then climbed into the cab of the rear engine. As he took his seat the president remarked that, being a member of the Brotherhood of Locomotive Firemen, he thought he ought to take his turn feeding the furnace, but he did not do so. When the Galitzen crest of the mountain was reached the president climbed down from his duty seat and after shaking hands with the engineers and firemen went back to his private car, rather dusty and grimy, but enthusiastic over his novel ride.

Outside of his ride on the engine the president passed an uneventful day.

### Smugglers and Officers Fight

Fifteen Tars Attempt to Smuggle Pockets Full of Sumatra Tobacco.

Jersey City, N. J., April 1.—While Revenue Inspector Driscoll was on watch at the end of Manhattan pier last night 15 sailors started down the plank from the Phoenix line steamship

St. Nicholas, marching shoulder to shoulder, with a quantity of Sumatra tobacco concealed in their pockets. Driscoll, who suspected their intention, called upon them to halt. Instead, the 15 men set upon the revenue officer and throwing him to the ground began kicking him. The noise of the scuffle brought two other government agents to the scene and the smugglers at once broke for the street.

Then ensued a desperate struggle between the revenue men and the smugglers. The former, seeing that they were greatly outnumbered, drew their revolvers and poured after the smugglers a rain of shots, which awakened the neighborhood and drew a big crowd to the scene.

On a dead run the sailors made for the end of the pier with the officers in full pursuit. Most of the smugglers carried knives, which they drew menacingly as they neared the crowd which had gathered to intercept them. They dashed through the crowd as it gave way, all but three of them escaping. The prisoners were at once taken back to the end of the pier, where a search revealed 15 pounds of tobacco, valued at about \$40, in their pockets.

### Pray for An Injunction

Nashville, Tenn., April 1.—The case of Talbot, Taylor & Co., against the Southern Pacific and Union Pacific Railroad companies, came up before United States Judge Lorton this morning. Judges Withson and Barton sitting with Judge Lorton by invitation. Affidavits in support of a bill of injunction, as well as the Union Pacific's answer, were, together with affidavits, filed during the day.

Harriman's affidavit was read when the hearing began and upon its conclusion, Lauterbach, representing the Keene interests, presented his argument. He was followed by Judge Humphrey for the Harriman interests. Adjournment was taken until tomorrow.

The hearing is based on the application of the minority stockholders to restrain the Union Pacific from voting shares owned and controlled by it in the annual election by the stockholders of the Southern Pacific on April 8. The restraining order is asked for on the grounds that the Union Pacific is using its stock to control the Southern Pacific.

### Bids for the Bruisers' Bout

San Francisco, April 1.—Bids for the Jeffries-Corbett fight were opened this afternoon at Harry Corbett's. The first bid opened was that of the Yosemite club of this city, offering a purse of \$20,000 or 70 percent of the gross receipts. The second bid was from the San Francisco club offering 1-2 percent of the gross receipts. The third and last offer came from "Paddy" Carroll of Chicago, who offered \$30,000 for the fight in Havana in December, or \$25,000 in Atlanta in June. No decision was reached.

### NEW LABOR COMMISSIONER.

Rochester, N. Y., April 1.—William S. Wadby is prominently mentioned for commissioner of labor to succeed Carroll D. Wright. He is a printer by trade and is popular with organized labor. He has been special agent of the department of labor since 1888 and is an authority on labor statistics.

### BY ARBITRATION.

San Francisco, April 1.—The Street Car Men's union at a meeting tonight, accepted the report of the executive committee on the trouble with the United Railroads. The report recommends that the matters in dispute shall be settled by arbitration in New York.

### FOLLOWS THE SEATTLE LEAD

Tacoma Car Trainmen Strike Has Now Been Officially Declared Off.

EVERYTHING IS QUITE LOVELY

All Strikers Who May Desire Will Return to Work—All Employees Treated Alike.

Tacoma, April 1.—The strike of car trainmen against the Tacoma Railway & Power company was officially declared off by the Street Railway Employees' union at a meeting held in Union hall last before 2 o'clock this afternoon. All is lovely and the dove of peace hovers in a clear sky over the heads of the strikers and the company.

The strikers are to be taken back at the same wage which they had been receiving before the strike, and as rapidly as places may be found for them in the service of the company. This means that a large number of the strikers will go back at once, provided they so desire. There is to be no discrimination against either union or non-union labor. The question of seniority is settled satisfactorily to both sides. The matter of wages is now under consideration by the company, and when the operation of the system has again assumed normal conditions and all lines are running smoothly this question is to be taken up for final adjustment.

The action of the Trainmen's union in declaring the strike off removes the ban of union labor placed upon the company, and in one fell swoop disrupts the walking clubs that have been so popular in Tacoma for the past 10 days. The men will go back to work as soon as the detail of assigning them places can be taken up. Many of them will be back to work tonight. Others will be put on tomorrow morning. Beginning tonight, the full complete nightly service will be restored, and all the early morning cars that were regular features of the various lines will be put on tomorrow morning.

Much credit for the happy solution of the strike is due State Labor Commissioner William Blackman, President Rammelsberg of the Tacoma Trades council and S. A. Perkins, who have acted as a committee between the company and strikers.

### Shamrock III Record Breaker

Gourock, April 1.—The Shamrock I and the new challenger, Shamrock III, went out for a trial spin. All the way down the channel the yachts had a hard racing trial in a strong wind. It was in point of sailing in which the Shamrock I had hitherto excelled, but she showed herself quite unable to hold the new challenger. The latter gained on every mile, and over the distance of seven miles, which was covered in 35 minutes, she gained half a mile. She carried her sails handsomely and went fast and clean through the water. The Shamrock III demonstrated that going close hauled she is easily faster than the old boat.

### REBELLION COMMENCED

Situation Assuming a Serious Aspect and General Uprising Feared.

Vienna, April 1.—The rebellion in Macedonia is considered here to have already begun and the situation is expected to become worse. The Albanian movement is regarded as especially dangerous, because the sultan will hardly dare to suppress it, being surrounded by Albanian guards at Yildiz Kiosk. It is therefore thought that the reform plan will remain a dead letter in old Servia.

The Russian consul at Mitrovitz was shot by an Albanian soldier. It is estimated that 20,000 Albanians are under arms, and a general uprising would be extremely serious.

### Base Ball Scores.

At Los Angeles—No game on account of rain.  
At Sacramento—Sacramento, 5; San Francisco, 7.  
At San Francisco—San Francisco, 11; Oakland, 3.

# Wabash Loses Out

Injunction Dissolved and Unions Are Now Privileged to Continue the Strike.

## BIG VICTORY FOR LABOR

Strikers Were Not Coerced, But Went Out at Their Own Sweet Will.

St. Louis, April 1.—In the Wabash injunction case the court finds that the statements of the bill of complaint to the effect that the employees were satisfied with their wages and conditions of service are not supported; that the proposed strike, instead of being officially ordered by defendant, was a result of the vote of the employees acting without coercion and directly authorizing the same; that the charge of a conspiracy to interfere with the interstate commerce of the United States is not sustained.

St. Louis, April 1.—In the United States court today Judge Elmer E. Adams handed down a decision dissolving the injunction granted March 3, restraining officials of the Brotherhood of Locomotive Firemen and Railroad Trainmen and other labor leaders from interfering in any way or ordering the men employed on the Wabash system to strike.

The temporary injunction had been

granted by Judge Allen on allegations made by officials of the Wabash system that the defendants were conspiring to interfere with interstate traffic and the transmission of United States mails. The decision dissolving the injunction was rendered at 10:45 a. m. today.

Mr. F. N. Judson of St. Louis, special counsel for the brotherhoods, stated to the Associated Press that he and Wells H. Blodgett, general solicitor of the Wabash Railroad company, were making efforts to bring all the parties in interest together, and that in his opinion an amicable agreement would be arrived at and that there would be no strike.

W. G. Lee, vice grand master of the Brotherhood of Railway Trainmen, is the only official of the two brotherhoods here. He said to the Associated Press:

"The decision was certainly sweeping. It completely removes the injunction. We believe now, as we always have, that our requests are just and reasonable, and another attempt will be made to bring about a peaceful settlement by the grievance committee and the Wabash officials."

General Counsel Blodgett of the Wabash said to the Associated Press: "After the decision was rendered, counsel for the grievance committees and I conferred together briefly, but no conclusions were reached. I want some time to go over the situation and cannot make any expression today."

(Continued on Page 4.)

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