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VOLUME LVII.

ASTORIA, OREGON, THURSDAY, OCTOBER 22, 1903.

NUMBER 10.

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CENSURE IS METED OUT TO CAPTAIN

Coroner's Jury Blames McIntyre for Leaving South Portland in the First Boat to Be Lowered.

Allegation is Made That He Failed to Look After Safety of His Passengers.

SEVENTEEN STILL MISSING

Steamer Spokane Picks Up Four Survivors Who Were on Raft Found Near Cape Blanco.

Port Orford, Ore., Oct. 21.—"We find that Charles L. Huson came to his death from exposure upon a life raft, having been wrecked on the steamer South Portland October 19. We further find from the evidence that Captain J. B. McIntyre was criminally negligent in his duties as master in abandoning the wrecked steamer before seeing to the safety of passengers and crew."

The above verdict was returned today by the jury empaneled by E. W. Jensen, justice of the peace and acting coroner of Curry county, for the purpose of inquiring into the cause of the death of Charles L. Huson, first assistant engineer of the steamship South Portland, which was wrecked on Cape Blanco reef Monday evening last. The jury took the testimony of several of the survivors of the wreck and concluded that Captain McIntyre should be censured for leaving the ship in the first boat.

John Driscoll, one of the officers, made the following statement: "When I came on deck I could see for more than 200 yards. The engine was stopped when we struck, but was started up again, after the first boat had left the ship, by the mate, who stated that he wanted to get her in as close to shore as possible."

Leslie Barker, a passenger stated: "Captain McIntyre's boat was the first to leave the ship. I do not know what the captain was doing at the time of lowering the boats. The first I saw of him was when I saw him in a small boat. I did not see any one with a life preserver on. I went to get one for a lady but could not find any."

John McKeon, an officer, said: "I was in bed when the ship struck, but got down to the engine room 10 minutes after. The captain could not have stayed long after we struck, as he had gone when I came out of the engine room."

First officer Bruce stated that he was on the bridge when the accident happened, but the captain went onto the bridge and at once called all hands to lower the boats. He went on: "The captain took charge of the first boat that left the ship at my request. I think that the captain did all in his power to save the officers and crew."

FOUR OTHERS ARE SAVED

Vivid Description of Wreck by First Officer Ravens.

San Francisco, Oct. 21.—The steamer Spokane, which arrived today from Seattle, brought four survivors of the wrecked steamer South Portland. They are:

Arthur Ravens second officer. F. Johnson, seaman. Charles Bloomberger, seaman. Ole Gunderson, seaman.

These men were taken from a raft by the Spokane yesterday noon, 14 miles southwest of Cape Blanco. The Spokane cruised about for an hour in search of another raft, finding only an empty boat. Fog settled down thickly and she proceeded on her journey to this city. The missing still number 17.

The list of the missing ones of the crew as previously printed does not contain the names of the above. This error is probably due to the fact that just before sailing some substitutions in the crew were made.

Eight other men who were on the raft with the above survivors when it left the South Portland succumbed and sank. Their names are not known by those who were saved.

Several hours after these men were taken on board the Spokane the starboard lifeboat of the wrecked vessel, in which seven or eight men left the sinking steamer, was seen floating, empty, on the ocean. It is now believed that all the passengers and crew not already accounted for have perished.

Second Officer Ravens tells his experience as follows:

"When it was seen that the steamer was doomed I got four men in the starboard boat as it swung by the davits. When I saw that the captain's boat on the port side of the vessel had capsized, I aided in righting it and then returned to my own boat, only to find that a number of persons had crowded into it breaking it from its fastenings. On striking the water it upset. They succeeded in righting the boat and got away, closely followed by First Mate

Bruce on a life raft. I don't know how many were with him.

"This left me in charge of the ship. With me were 11 men, whom I at once set to work building a raft. In half an hour our craft was ready and launched and the 11 men got on board it. As I was about to jump, I saw that the raft had capsized. It soon righted itself, but the steamer's carpenter was seen floating away on the choppy sea. I threw him a bench from the deck and he was clinging to it when last seen. Then one of the passengers lost his hold on the raft and to him I tossed a hatch, which he succeeded in grasping, but he soon drifted out of sight.

"The I joined the men on the raft. Two hours later one poor fellow gave out because he was utterly exhausted, and we were forced to let him go adrift. Soon afterwards the mess boy lost his grip and disappeared. At intervals during the long and bitterly cold night three of the passengers gave up their lives and were swallowed by the sea.

"Morning dawned with a thick fog hanging low over the ocean, and the five of us left despairing of being seen or rescued. Our only food consisted of two apples which we divided. A few hours after dawn the second cook gave out from weariness. We saw him float only a short distance, his death struggles being mercifully hidden by the fog.

"I had the boatswain's whistle, which I almost constantly blew, but it could not have been heard far. As the sun got higher the fog lifted and we gave a shout of joy, for not two miles away were the steamers James Dollar and Spokane. We swung out hats and coats in the air and yelled, but at first it seemed in vain, for both appeared not to have seen us, and we began to despair. Then, almost simultaneously, the Spokane was the nearer of the two and, noticing this, the captain of the Dollar resumed his course."

Captain Eagles, of the Spokane, said tonight that he was on the lookout for a wreck for yesterday morning his look had reported seeing a boathook and an air floating on the ocean. Shortly before noon he descried a black speck, but a look through his glass showed him the raft and its occupants.

Bitter Feeling Still Prevails

Canadians Are Talking of Annexation to United States and Independence.

Vancouver, B.C., Oct. 21.—Local feeling continues very bitter over the award of the Alaska boundary commission. There is much talk of annexation and of Canada becoming independent.

THINKS DECISION FAIR.

London, Oct. 21.—The Times says Lord Alverstone is the only commissioner who could fairly be said to have approached the subject absolutely without bias, save for the natural bias of a Briton in favor of British interests.

"We doubt, if after mature reflection, says the Times, 'the Canadians will feel they could have hoped for any more favorable results if they had brought the case before an actual court of arbitration. As it is the matter has been dealt with in the most satisfactory way of friendly negotiations between the nations. The inestimable gain of definitely settling a question offering perennial opportunities for discord between the two great and kindred nations far outweighs any disappointment in the decision which, after all, practically leaves things as they were found.'"

BRYAN DOESN'T WANT MONEY

Would Not Accept Large Bequest Made to Him.

New Haven, Conn., Oct. 21.—As a climax to the hearing of the application for the probating of the will of the late Philo S. Bennett, accompanying which was a sealed letter which, William J. Bryan today testified, was a request that he accept \$50,000, Judge Stoddard, who represents Mrs. Bennett, declared that if Bryan insisted upon receiving the fund she would contest the will.

Bryan in reply said that not one cent of money would he allow either his wife or his children to receive unless Mrs. Bennett were willing. He, however, did intend to ask the court to decide the validity of the bequest, so that in case it is declared legal he could distribute the money among educational and charitable institutions.

BLAIR STABLES DESTROYED.

New York, Oct. 21.—Fire has gutted the coach barn and marble stables of the estate of C. T. Blair, near Peapack, N. J. The marble building which cost \$100,000 was one of the best appointed structures of its kind in the United States. The horses were saved.

GETS FAT POSITION.

St. Louis, Oct. 21.—President Francis today appointed former Judge Jas. A. Sheldon as general counsel of the Louisiana Purchase Company to succeed Frank H. Blair, resigned. The salary of the position is \$18,000.

VIPERS ARE THROWN OUT OF MEETING

Reporters, Otherwise Yellow Rascals of the Press, Ejected by the Orders of the Great Fakir.

Elijah Says They Have Sold Their Souls, and Are Beyond Conversion.

MERCHANTS FOND OF HIM

Announces That They Are Deluging Him With Coin—Gigantic Crush at the Night Seance.

New York, Oct. 21.—Ten thousand of the 20,000 that sought admittance to Dowie's meeting tonight were admitted. When 20,000 found they were shut out, a wild demonstration ensued. Four hundred policemen were totally unable to cope with the rush. Men and women were knocked down and several narrowly escaped death. Not until after the meeting broke up about 9 o'clock, was the crowd controlled. Grace George, an actress, on her way to a theater, was knocked down and her clothing was torn. She says the police handled her roughly. William A. Brady, her husband, a well known theatrical man; Lorenzo Winter, a broker, and Channing Pollock, were arrested, charged with disorderly conduct. Dowie devoted himself at tonight's meeting to self-laudation and vituperative abuse of newspaper men. His address was violent at times and hundreds left before he had concluded.

"Just to show that I am in favor with the Christian merchant princes of this city," said Dowie, "I will announce the money which has come to me this morning alone. These sums are from men unknown to me." The checks amount to \$700.

During Dowie's sermon a number of students marched out in a squad.

"They are like most students I know," he said, "their brains are in their feet." For the first time Dowie today ordered reporters excluded. Those who were seated at the reporters' table were escorted to the door on Dowie's order to his guards to "clear the tainted vipers out of here. Now, get out, you mean dogs, you yellow scoundrels of the press. I am paying for this place, you liars."

Then he added: "They have sold their souls to the devil. I never hope to convert reporters."

SUPREME COURT TO DECIDE.

New York, Oct. 21.—Counsel for the government has announced that in

order to definitely settle the question, the treasury department will appeal a decision handed down by General Appraiser Somerville against the decision of the collector of the port to include in the dutiable value of certain classes of goods imported from France the amount of municipal taxes exacted by French cities.

The same question was fought out sometime ago before the United States Circuit Court in Cincinnati in the Rheinstrom case, and decided adversely to the government, but the ruling was unsatisfactory to both appraisers and the department, so it has been decided to make a new case.

WEAKEST POINT IS CAVALRY.

New York, Oct. 21.—A synopsis of the situation in the Japanese army, published here, says the St. Petersburg correspondent of the Times, shows that its weakest point is the cavalry arm, the development of which has been hampered by the lack of horses and the want of suitable places for exercise. The Russian cavalry is seven times more numerous.

The Japanese infantry is most favorably criticized. Its moral qualities are said to be very high, although its physical qualities are on a much lower level. In warm countries, it is declared, the Japanese infantrymen have displayed extraordinary powers of endurance, but would hardly be likely to show them in a cold climate.

THE PORTE MUST COME TO TIME.

New York, Oct. 21.—Russia and Austria are not disposed to permit trifling by the porte with regard to the schemes for reforms in Macedonia, says a Times dispatch from Vienna. It asserts here that if Turkey attempts to procrastinate, recourse will be had to effective means of persuasion.

BASEBALL SCORES.

At Seattle—Seattle 10, Los Angeles 4. At Portland—Portland 2, San Francisco 1. At San Francisco—Oakland 2, Sacramento 3.

The Missouri Is Queen of Seas

New Battleship Develops Speed of 18.22 Knots, World's Record for Her Class.

Boston, Oct. 21.—The new battleship Missouri proved herself queen of the seas for battleships in her class in a speed trial trip over the Cape Ann course, with weather conditions of a handicapping nature today.

Over a course of 33 nautical miles and return the battleship made an average speed of 18.05 knots per hour, which, with tidal corrections greatly in her favor, it is believed, will average her speed to 18.22 knots, a new world's record for battleships.

HITCHCOCK WILL MAKE STATEMENT

Announces That He Will Discuss Oregon Land Frauds, but Not at Present Time.

Only General Confirmation of Oregonian's Disclosures Can Be Secured.

HOW SPECULATORS WORKED

Secured Patented Lands in Reserves and Exchanged Them for Valuable Lands in Other Districts.

Washington, Oct. 21.—Only general confirmation can be secured here of the report of the extensive fraudulent practices in securing public lands on the Pacific coast as reported from Portland, Or., last night. Department of the interior officials have been convinced for over a year there were various combinations of speculators seeking to control the public lands for their own purposes and more recently a number of special agents have been working in the field to secure evidence of frauds. A great number of land entries in all three coast states have been held up for investigation, but so far no test case has been brought.

The methods of speculators are varied, but the most common proceeding is to secure patented lands within forest reservations and then exchange them for more valuable lands on the outside.

Governor Chamberlain of Oregon is now in Washington conferring with the secretary of the interior concerning these land transfers. He claims the state has lost a considerable sum in this way and is endeavoring to secure a settlement which will reimburse the state. Secretary Hitchcock declines to discuss the case, but says he will make a statement later.

McLAUGHLIN WILL NOT FIGHT

Kings County Leader to Support Regular Nominees.

New York, Oct. 21.—It is understood that Hugh McLaughlin, democratic leader in Kings county, has decided to withdraw his opposition to Grout and Farnes, democratic nominees for controller and president of the board of aldermen, respectively.

McLaughlin's decision closes probably the most exciting phase of the campaign.

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