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THE BELT OVERCOAT



Quite the most distinguished looking of the many good overcoats we are showing is this

Hart, Schaffner & Marx

"belt overcoat." The belt is the back only—doesn't go all the way round. The coat, however, is an "all-round" style garment; has all the characteristics of the Hart, Schaffner & Marx product—style fine tailoring, best quality.

P. A. STOKES

Choice Cutlery and Carvers

AT

FISHER BROTHERS

Cor. Bond and 12th Sts. Astoria, Oregon

CHRISTMAS MAGAZINES!!

The Xmas numbers of SCRIBNERS, LADIES HOME JOURNAL, HARPERS, ANSLIES, McCLURES and numerous others are out, bigger and better in every way, full of timely topics and stories, profuse with illustration and color work and are certainly marvels of fine printing. COME HAVE A LOOK.

J. N. GRIFFIN.



You Need a Bath

AT LEAST ONCE A WEEK

You might as well bathe in the river as in an old wooden tub, but there is no occasion for doing either so long as up-to-date bath tubs can be had reasonably. Talk with us about the matter.

W. J. SCULLEY

470-472 Commercial. Phone Black 2243

FINE ASSORTMENT OF NEW CROPS

Dried and Evaporated Fruits

JUST RECEIVED

FOR YOUR INSPECTION

There is none finer in the market
Our prices will please you.

FOARD & STOKES COMP'NY

BARK CAVOUR TOTAL WRECK

Italian Vessel Drags Her Anchor, Strikes on Sand Island and Goes to Pieces.

LIFE SAVERS RESCUE THE MEN

Disaster Occurred About Dark Last Night and This Morning the Vessel Was Broken up.

The latest reports from the scene of the wreck of the Italian bark Cavour relate that the vessel is a total loss, and that the cargo of lumber has been washed to sea. At this time only the ribs of the hull are to be seen, the rest of the ship being broken up.

The Italian bark Cavour, which had been lying at anchorage at Sand Island since Sunday last, waiting an opportunity to get over the bar, dragged her anchor about 6 o'clock last evening, drifted on the west end of Sand Island and will be a total loss. The crew, composed of 16 men, were rescued by the Point Adams life-saving crew at 11 o'clock last night, and no one on board, with the exception of Captain Loflanos, who had his ankle sprained, was in any manner injured.

Captain Loflanos gave the following version of the affair to a representative of this paper:

"We left Astoria on Sunday afternoon and were towed down to the bar, but Pilot Gunderson did not deem it safe to try to cross, so we came to anchorage near Sand Island.

"About 6 o'clock last evening the vessel began to drift, and under the influence of a strong tide and fresh east wind struck on the spit about 45 minutes later. The vessel thumped heavily on the sand, and in a short time was leaking badly and it was apparent that she was doomed."

The Cavour was built at St. Johns, N. S., in 1891, and was formerly the Avamour. She is owned by Deming Loere, is of 1400 tons net register, and when we went between five and six pounds sterling per ton. Her cargo, which consists of 1,028,000 feet of lumber, is valued at about \$13,000, and was destined Pasco, Peru.

The Germanie and the Duns Law succeeded in passing out Sunday, and the Cavour was reported out, but on account of her depth and the condition of the bar it was deemed best to return to anchorage.

Before the crew were taken off the vessel by the life-saving men, the Cavour was badly water-logged and appeared in danger of breaking up.

Captain and crew were brought to this city, and the men are now at the Astoria hotel.

Captain Wicklund, of the Point Adams life-saving crew, said early this morning to a representative of The Astorian and Daily News over the long-distance phone:

"We saw the ship strike on Peacock spit last night and at once went to her assistance. She seemed to be in very bad shape and was making water. We set about to rescue the men and succeeded in getting off the captain and his 16 men in safety. We even saved the ship's dog, but were unable to take off any of the effects of the men.

"When we left the ship she was nearly full of water, and the indications were that the waves would make short work of her. She was pounding heavily and must have been badly damaged below, for the hold was rapidly filling with water.

"We took off the men in two boat-loads and when the tug Tootosh came down transferred them to her, and she proceeded on her return to Astoria. The men would doubtless have been in serious danger had they remained on board for any length of time, for the probability of the ship going to pieces was very bright."

Captain Stewart, of the Cape Disappointment crew, also hastened to the scene of the wreck, and remained during the night at Point Adams. Talking with an Astorian-Daily News man over the phone, he said:

"When the Cavour struck it was 6:15. Our outlook was the vessel go ashore, and I at once ordered out the crew. At first we tried to reach her by way of the inside passage, but found this impossible as the tide was very low. Then

we attempted to make our way to the spit through the outside passage, but three-quarters of a mile of breakers loomed up before us and to have undertaken to row through the break would have been the height of folly. We were compelled to return to the station, where we remained until about 9 o'clock. At that hour our efforts to reach the ship were successful, but Captain Wicklund had arrived ahead of us and taken off the men.

"The vessel is in very bad shape and I look to see her break up. The sea is pounding her wooden hull on the sand and she was making much water when we visited her. I am satisfied it will be utterly impossible to save her."

Big Company Is Bankrupt

Concern With Million Capital Has Liabilities of \$107,000 and Resources of \$7.

New York, Dec. 9.—Residents of Asbury Park, N. J., who invest \$200,000 in the Fraser Mountain Copper Company of New Mexico, have been startled by the announcement that the company has gone into the hands of a receiver, upon application in the United States district court of the United States district attorney for New Mexico, acting for J. M. Lanning, receiver of the Monmouth Trust Company of Asbury Park. The complainant alleges that the company owes \$107,000 and has only \$7 in the treasury. It was capitalized at \$1,000,000 and every share of the stock was disposed of.

The concern was exploited last winter by A. C. Twining, and caused the suspension of two banks in Asbury Park. Lanning, who makes the application, states that the company has no legal title to the property. The deed given by Fraser, the original owner, to Twining is with the Santa Fe bank waiting payment of \$40,000, the balance of purchase money, which is due December 21. The bank is directed by the court not to give the deed to Fraser.

Twining, who is under indictment in Monmouth county, and in the federal courts, left on Monday for the mining camp without knowledge of the receivership. The bill was filed against the Fraser Mountain Copper Company, William Fraser, Albert C. Twining, the First National bank of Santa Fe, N. M., Wheeler, of Dunlap, Ind., and all of the unknown heirs of J. R. Wheeler, deceased. It is alleged the company is bankrupt, owing \$107,000, and that it has not and never had the title to the mining property. Twining is alleged to have purchased the mine from Fraser, who made a deed and left it in the vaults of the First National bank of Santa Fe, the agreement being that Twining was to make regular payments, and on his failure to pay the installments the deed was to be returned to Fraser. It is asserted Twining then made a deed for the property to the copper company and proceeded with the financing scheme. Bonds amounting to \$150,000 and \$30,000 shares of stock are said to have been voted, the latter at 20 cents a share.

FOREIGNERS RETURN HOME

Great Rush Back to Old Country From New York.

New York, Dec. 9.—The rush of foreigners to their native land continues unabated. Outgoing steamers, particularly those to Italy, are crowded with steerage passengers. Last week's figures show that 13,000 sailed, while only 12,000 arrived, and this week's total undoubtedly will be still greater as to departure. Steamship agents believe the rush will be over with the departure of the last ships due on the other side by Christmas. Foreign bankers estimate that the returning steerage passengers take with them an average of \$200.

LONDON'S STREETS OF MUD.

New York, Dec. 9.—The streets of this city are like rivers of mud, owing to the rise in temperature following the recent storms and fogs, says a London dispatch to the Herald. Even the habits of the streets, such as policemen and cab drivers, say they never saw anything like it. Those compelled to go about on foot present a sorry appearance.

OLD QUESTION IS UP AGAIN

CHILE BECOMES AGGRESSIVE

Terms of Treaty of Ancon Never Carried Out by the Interested Powers.

Preparing to Annex Provinces of Tacna and Arica, Long a Bone of Contention.

New York, Dec. 9.—A great sensation has been caused by the rumor (referred to in a London dispatch to the Associated Press) that the minister of the interior presented to the chamber of deputies Monday a message asking for the annexation of Tacna and Arica provinces, says a Herald dispatch from Valparaiso, Chile.

The session of the chamber is secret and it has been difficult to get at the true facts. But the latest information of a reliable nature is that the plan of the minister of the interior is to establish in the two provinces the same civic administrative methods of Chile and put an end to the difficulties arising from the special system now carried on there.

The fact that it was the minister of the interior who formulated the plan tends to confirm the truth of the latest information, because the project, if it would in any way interfere with Peruvian interests, would have been submitted by the minister of foreign affairs instead of the minister of the interior.

The Tacna-Arica question has been the bone of contention between Chile and Peru ever since the signing of peace between the two countries after Chile's victorious war. A treaty was ratified by the national legislatures of both republics on March 28, 1884, whereby the two valuable provinces were to be in the possession of Chile, subject to Chilean laws and authority for 10 years. At the end of that period a plebiscite was to be taken by the citizens of the two provinces to decide whether the two territories should remain under the dominion of Chile or to continue to form a part of Peru. It was stipulated that one of the two countries to which the provinces were an-

nexed should pay to the other 10,000,000 of Chilean silver dollars. The terms of this convention, called the treaty of Ancon, have never been executed, owing to disagreements.

VIEWS OF SOME EMPLOYERS

Aver That Closed Shops and Union Label Are Great Evils.

Chicago, Dec. 8.—"If the fight for the closed shop is allowed to continue, there will be scenes of bloodshed in this country that will surpass the days of the French revolution. The closed shop is un-American, unrighteous, a restriction of the liberties of our people, and a death blow to the individualism that makes for success."

The foregoing sentiment expressed by W. B. Brinton, president of the Peru Plow Company, has been cheered by 600 members of the Illinois Manufacturers' Association at its annual banquet.

"Our rights," declared Mr. Brinton, "are dependent on the settlement of the question once for all as to whether an employer can hire whom he pleases without being subject to the dictation of any organized body. The Chicago city railway has won a great victory in establishing its right to engage its own employees. Without this right, the commercial supremacy of the United States will be at an end."

Another speaker declared that after the abolishment of the closed shop, the removal of the union label was the most important thing that came under consideration of the manufacturers' association.

INDIANA TO BE OVERHAULED

New York, Dec. 9.—Doctors here are very much interested in the case of a baby girl six weeks old which has been sleeping for two weeks. The child is apparently perfectly healthy. The coma followed a high fever, which was broken by the doctors and has not been repeated.

INFANT'S STRANGE SLEEP.

New York, Dec. 9.—Orders have been received at the New York navy yard directing that the battleship Indiana go out of commission and that her crew and equipment be transferred to the battleship Iowa, which is ordered to go into commission. The Indiana has been in service eight years and will be given a thorough overhauling.

If you want anything good go to Dunbar's the cheapest store in Astoria for fine goods

Grand Opening Display
OF
Christmas Novelties
THIS WEEK

The A. Dunbar Co.