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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

HOTEL PORTLAND

The Finest Hotel in the Northwest

PORTLAND. OREGON.

ARE YOU PERPLEXED?

Some one to remember and what shall I give? Let us help you. Our clerks are all experienced in Xmas trade and will willingly give you every attention and while our Xmas stock is rapidly diminishing we are carrying the largest in this part of the state. We shall be able to supply something appropriate until Santa arrives.

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

Up to the Holidays

we shall sell at 20 per cent. reduction from regular price the following goods:

Benedicts Quadruple Silver Plated Knives, Forks and Spoons, Berry Spoons, Fruit Spoons, Sugar Spoons, Butter Knives, etc.

Also Silver Plated Table Ware for Children, Such as Knives, Forks, Spoons and Mugs.

FOARD & STOKES COMP'NY

SIXTY LIVES BLOTTED OUT

Fearful Result of Wreck of Passenger Train Near Connellsville, Pennsylvania.

MANY OTHERS ARE INJURED

Train Leaves Track While Running at High Rate of Speed and Goes Over Embankment Into the River.

Connellsville, Pa., Dec. 24.—With a terrible crash, the Duquesne limited, the fastest through passenger train from Pittsburgh to New York on the Baltimore and Ohio, plowed into a pile of lumber at Laurel Run, two miles west of Dawson, at 7:45 o'clock last night, killing 43 and injuring 50 others. The train left Pittsburgh last evening, running a few minutes late, in charge of Engineer William Thornley, of Connellsville. When approaching Laurel Run, which is a particularly good piece of roadbed, the train was running at a high rate of speed. Suddenly the passengers were thrown from their seats by a lightning-like application of the airbrakes, and a moment later there was a terrific crash. The train at the time was carrying at the lowest estimate, 150 passengers. It plowed along for a considerable distance, and cars were torn to pieces, the passengers jumping and screaming, and falling from the wreck as it tore along. Suddenly the engine swerved to the left and the coaches plunged down over an embankment to the edge of the Youghiogheny river. The moment the cars stopped rolling there was a wild scene. Many persons were pinned beneath the wreckage and the screams and cries that rent the air were beyond description. Many were injured in their mad excitement and plunged into the river. Others, pinned beneath heavy timbers, pleaded in agonized tones for release. So terrific was the force of the wreck that nearly every passenger suffered a moment's unconsciousness and many able-bodied men were unable to assist in helping the injured from the wreck on account of having fainted.

The killed were mostly foreigners who were in the smoking car just back of the baggage car. They were literally roasted to death, the baggage and the smoker telescoping the engine and immediately catching fire.

A peculiar feature of the accident is the fact that not a woman was seriously injured. The wreck was caused by the breaking of castings on a carload of bridge timbers on a westbound freight train, which had passed Laurel Run not more than 15 minutes before. The wreck occurred on a curve.

STORIES OF THE TRAIN CREW.

Number of Dead Will Be Added to the Officials Declare.

Connellsville, Pa., Dec. 24.—When General Manager Sims arrived at the scene of last night's accident near Dawson, he was so overcome that he cried. Men and women who crowded to the scene were compelled to turn away from the affecting sights. When the relief train reached here, thousands of people were at the station. A large number of Connellsville people had gone to Pittsburgh for Christmas shopping and were expected home on the limited.

Every available cab and carriage had been held in waiting to convey the injured to the hospitals. Citizens formed themselves into a relief corps and gave assistance in the removal of the wounded from the train.

In addition to the 11 who have died since being taken from the wreck, many others are certain to be added to the number of victims.

Louis Hilgot, the conductor of the train, was in the second day coach when the crash came and no one knows just how or what happened to him until afterwards. D. W. Hills, porter on one of the sleepers, said that, as soon as he could get off his car, he went forward and heard some one shouting from the bank, where he, by going forward, recognized Hilgot's voice. He was in terrible agony, but shouted at the top of his voice: "For God's sake, I am scalded to death, but some one of you get a red lamp and

flag 49 or she will be on us."

Even in the mental suffering of every one about the scene, the bravery and thoughtfulness of the dying conductor was sufficient to bring words of praise and commendation.

Porter Hills, telling of his experience, said:

"I went to the smoking car and began to get the injured out. The car was the most awful scene I ever witnessed. Men were jammed into all sorts of shapes. They were on top of each other and buried under heaps of dirt and seat cushions. When I tried to lift one man out I found others so tightly wedged into the same place that several had to be added at one time. I got seven men out before I stopped there. The dead were badly bruised and some of the scalded were in such a fearful condition that they would better be dead. Some of those had lost their eyes entirely. The baggage and clothing of the passengers were scattered all over the ground. Some of it was soaked with blood, while in the piles of it could be seen many toys, telling the pathetic tale of Christmas shopping that came to such a pitiful end."

At 3 o'clock this morning there remained a small crowd clustered around small bonfires at the scene of the wreck, watching the railroad men at work clearing up. As the light from the bonfires flickered up its rays were cast on a human form pinned in between the car. It was that of a man unknown and the body was so fast that nothing but the head protruded and the remainder of the body was pinned beneath tons of wreckage. Whether or not there are any others beneath the wreckage will not be known until late in the day when the full extent of the disaster is made apparent.

In describing the wreck one of the trainmen said:

"Half way around the curve the locomotive struck the big timbers in its path and began with lightning like rapidity to careen, then roll and, with the ponderous train crowding it, fell over on its side. The instant it did so, the momentum of the train behind it sent the tender clear over the prostrate locomotive like a football and before it could stop it was lying on the water level some 20 feet below. Next came the baggage car, which went over the locomotive top and lodged with one end near the water. The smoker of the train was smashed like kindling. The sleeper still crowding, but not breaking, swept along, literally tearing up the steel rails as though they were made of paper.

The first sleeper then finally stopped, resting directly over the locomotive. The dining car remained safely on the track and the steward and crew were not harmed. When the grinding and crushing of steel and wood ceased, there was for the moment a dead silence. Then came the moans and cries of anguish from the poor wretches who were being scalded or burned to death."

When asked if there would be any investigation on the part of the railroad officials, Superintendent D. W. Dyer said:

"I don't think that an investigation on the part of the railroad company is necessary to explain this affair. It is all too apparent." Pointing to half a dozen heavy timbers under the coach, he said:

"There is the cause of it. An extra freight west bound has dropped those timbers on the track and proceeded unconscious of the trouble it had left behind."

RIOT OF STRIKING GIRLS.

Attack Sixteen Female Strike Breakers and Police Are Powerless.

Hazleton, Pa., Dec. 24.—A strike of 300 girls employed in the Duplan silk mill here has resulted in a riotous attack upon 16 female strike breakers. The affray took place near the city hall. The girls employed in the mill quit work three weeks ago and efforts were being made to fill their places. Sixteen girls were being escorted through the streets to the mill by the chief of police and a patrolmen when 200 strikers fell upon them.

Sheriff Jacobs and seven deputies, who were on guard at the mill, hastened to the scene and charged the mob. But they were as powerless to cope with the strikers as the two policemen. The officers did not care to draw clubs on the girls and the disorder continued nearly an hour. Finally the crowd was dispersed and the strikers were chased to their homes.

SAYS STORY IS NOT TRUE

Man Who Was Believed to Have Impersonated J. Ogden Goelet Located at Toronto.

KNOWS NOTHING OF ROMANCE

Says He Is Not the Man Who Presented His Intended Bride With Goelet Check.

New York, Dec. 24.—James N. Abeel, who was indicted several weeks ago for impersonation of "J. Ogden Goelet, Jr." in an attempt to marry Grace Anderson, a telegrapher employed at the Grand hotel, has been located, according to the American. He is said to be in Toronto and declares his departure from New York was in no way connected with the Anderson affair.

The person who was exposed just before the proposed marriage with Miss Anderson had presented his intended bride with a check, bearing the Goelet signature, for \$100,000. This and the notoriety caused by the affair prompted the Goelet family to employ detectives to run down the impostor. Abeel, who is a wealthy young married man, was fixed upon as a suspect, but he had disappeared and no trace of his whereabouts had been found until the news came from Toronto that he was living there.

The reporter who found Abeel says he traced him to Philadelphia, then to St. Louis, then to Detroit and then across the border, and that Abeel had been in constant communication with persons in the United States. After reaching Toronto he admitted his identity, but declared he had left New York for no reason connected with the Anderson affair, and that he had never seen nor heard of any person connected with the romance until the story was published in the newspapers.

STRUCK BY HEAVY TYPHOON.

Captain Anderson Explains the Disaster to the Olivebank.

San Francisco, Dec. 24.—Capt. Henderson, of the dismantled British bark Olivebank, which has been towed into

this port for repairs, has made a statement of the cause of the disaster to his vessel. In this he says that everything went well after leaving Shanghai, October 18, for Royal Roads, until the vessel reached latitude 26:04 north, longitude 154:24 east, which she did on November 3. Here a typhoon struck the vessel, heaving the ship down until her hull was in the water. When the wind went down the sea rose and the vessel began to roll heavily, until at last the topmast rigging, fore and aft, gave away under the strain and the masts and yards went over the side. It took all hands five days to clear the wreckage, owing to the heavy rolling of the ship, which continued during the operation. From that time on fair weather favored the vessel and under jury rig she made the last 1200 miles of her voyage in good time. When the repairs are completed the Olivebank will proceed on her way north.

ESCAPED FROM DEPUTY SHERIFF

John Shaw, Wanted in Oregon, Gets Away at Missoula.

Missoula, Dec. 24.—John Shaw, alias Parker, made a sensational break from a Portland (Ore.) deputy sheriff on the Northern Pacific west-bound train at this place and made his escape. Shaw was being returned to Oregon on a criminal warrant. He had operated with forged checks through most Montana cities and had been apprehended at Livingston, but had been turned over to the Oregon authorities because of better chances of conviction.

Business Depression in Transvaal.

New York, Dec. 24.—The opinion is growing that the Transvaal will be unable to take up its share of the war loan in February, cables the Johannesburg correspondent of the Times. The stagnation of the mining industry entails a heavy loss, but scarcity of labor is thought to be the chief cause for the business depression now existing.

Strike May Be Settled.

Florence, Col., Dec. 24.—John L. Gehrkx, national organizer for the United Mineworkers, has received a telegram from John Mitchell notifying him to attend a conference that will be held in Indianapolis January 4 to consider the coal strike in Colorado. It is understood that the organizers will be in conference with the higher officials of the Colorado Fuel & Iron Company and may settle the coal strike in Colorado.

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.