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ASTORIA, OREGON MONDAY JANUARY 15 1906

PRICE FIVE CENTS

BATTLE WITH THE STORM

Clyde Liner Cherokee Pounds the Shore.

PASSENGERS RESCUED

After Almost Giving Up Hope They Are All Safely Landed.

WAVES BEAT OVER THE SHIP

Big Steamer Was Bound from San Domingo for New York and Ran on Jersey Shore—Sloop Yacht Alberta Takes Off Passengers and Crew.

ATLANTIC CITY, N. J., Jan. 14.—Eleven passengers and nearly all the crew of the stranded steamer Cherokee were safely landed this afternoon.

All the passengers were brought to a hotel in this city. All are well. Only the captain and two members of the crew remained on the Cherokee which now has ten feet of water in the hold.

After spending twenty-four hours in awful anxiety, the passengers and crew sixty in all, of the Clyde line steamer Cherokee, bound from San Domingo for New York, were rescued late this afternoon. Captain Archibald, the two mates, and the ship's carpenter elected to remain on board the steamer. The rescue was accomplished by Captain Mark Caste and a picked crew in the sloop yacht Alberta. All during last night the life guards of three stations watched for a slight moderation in the storm, but it did not come until noon. The life savers deemed it folly to attempt to go to the steamer in the sea running and decided to send two men in a launch.

This was done and when about to go over the bar at the mouth of the inlet the launch's rudder became disarranged. Another launch was sent out and brought back the two men and the disabled launch.

It was then decided for the sloop Alberta, with Captain Caste at the helm and a picked crew should make the attempt to reach the Cherokee. The Alberta got over the inlet bar in safety and then went up the coast to the steamer. They found the passengers and most of the crew in a terrible state of anxiety. Women were weeping and men pleading for something to be done. Captain Archibald and Captain Caste decided to make the attempt to transfer the passengers. Though terribly anxious to be released from their position some passengers feared to make the trip to the sloop in a small boat.

The braver ones offered to go first and when the others found the trip to the yacht was not so perilous as it looked, they readily consented to leave the ship. Only four or five were taken at a time. It did not take the sloop

long to make the run to the inlet, where the passengers and crews were congratulated upon a safe landing. Among those landed was Lieut. Walker, formerly of the United States cruiser Yankee, he said the scenes aboard the steamer were heartrending. All the passengers and some of the crew, he said, were filled with fear. Women prayed and men paced to and fro, believing the great waves would tear her to pieces. All Saturday night and Sunday morning the passengers and crew huddled about the fire in the galley.

The terrible pounding the vessel received from the waves caused the vessel to strain and leak badly. Saturday night ten feet of water was in the steamer, and all the fires went out with the exception of the one in the galley.

Only the bravest of the crew, the lieutenant said, ventured on deck for the sea was pounding the vessel hard, and often the waves would pass clear over the deck. It was a trying night, he said, and many of those on board gave up hope and awaited the worst.

CONDITION UNFAVORABLE.

NEW YORK, Jan. 14.—The condition of Marshal Field is not so favorable today. The following bulletin was issued this afternoon: "Since the change for the worse last night, Field has shown no improvement. While the outlook is less favorable it is not hopeless." (Signed), "James, Janeway, Billings."

IS LAID TO REST

Harper's Body Is Placed in Oakwood Cemetery.

FUNERAL IN MANDEL HALL

Addresses Delivered by President Faunce of Brown University; Chancellor Andrews, Nebraska; Dean Judson, Chicago and Dr. Abott, New York

CHICAGO, Jan. 14.—The body of Dr. William Raney Harper, late president of the University of Chicago, was laid to rest today in a vault in Oakwood Cemetery. The final resting place of the body will, however, be on the university campus, where it is planned to build a memorial chapel and crypt. The body lay in state in Haskell Hall from 8 o'clock until noon in the room where Dr. Harper had led the faculty meetings in administering the educational affairs of the university. This was according to his wish and the funeral plans which he himself had drawn up and signed on the day before his death. At noon the casket was taken to Mandel Hall where the funeral services were held.

Addresses were delivered by President Faunce, of Brown University; Chancellor Andrews, of the University of Nebraska; Dean Judson, of University of Chicago, and Dr. Abott of New York.

Floral tributes were numerous and included wreaths from President Roosevelt, Emperor William of Germany, and many other distinguished persons.

Owing to the small seating capacity of the hall, the admission was by card and only a portion of the students was able to attend the exercises.

UNITED STATES NEEDS MORE TRANSPORTS

GENERAL STAFF RECOMMENDS BIG INCREASE

Remarkable Exposition of Weakness of Army Transport Service Contained in Report Submitted to Merchant Marine Commission.

SPANISH AMERICAN WAR TRANSPORTATION IS CRITICIZED

It Is Pointed Out That In Time of War Foreign Shipping Could Not Be Drawn On By the Government Because of Neutrality Laws, So That Under the Present Conditions, the First Quick Blow, so Important Could Not Be Struck At All.

WASHINGTON, Jan. 14.—A remarkable exposition of the fatal weakness of the army transport service of the United States in case of war is contained in a paper prepared by the general staff and transmitted by Secretary Taft to Senator Gallinger, chairman of the merchant marine commission in charge of the shipping bill now pending before the United States Senate. In the course of its work of preparing in time of peace for war, the general staff discovered that even the present military force could not be transported over the sea, in case of war with a foreign country or defend our insular possessions, unless there should be an immediate increase in the number of American steamships suitable for the transport service. It is pointed out that the foreign shipping could not be drawn on in time of war because of the neutrality laws, so that under the present conditions, "The quick first blow, so very and increasingly important, cannot be struck at all."

Incidentally the staff criticizes with the greatest freedom the conditions under which the first little American army was transported to Santiago, to begin the Spanish-American war.

The reply of the War Department has been prepared by a special committee of the general staff, and transmitted to Secretary Taft by Lieutenant-General Chaffee, the chief of staff. This report stated that two sizes of merchant steamships are desirable for the transport service, ships of 6500 tons and of 3500 tons gross register.

The speed which both the navy and war departments have determined upon as desirable for troop ships is a sustained speed of twelve knots. As such an expedition may be necessary for either the Atlantic or Pacific coast, the report urges that there be on each side, a number of suitable ships afloat, but if engaged in foreign trade it is not probable that one third of these boats on the ocean, could be obtained, and made ready in fifteen days.

"Assuming this ratio," says the report of the general staff, "it follows that to provide suitable ships for rapid movement in two divisions, one on either coast. There should not be less than sixty of the larger and fifty-four of the smaller size afloat in the Atlantic, and the same number in Pacific waters, or 120 of the larger or 108 of the smaller size, in all an aggregate of 228 vessels."

KILLED PROTECTION.

Political Upheaval Begun in England by Recent Election.

LONDON, Jan. 14.—"We have killed protection. This is the beginning of such a political upheaval as has not been in England since the days of the Great Reform Bill." Thus spoke Winston Churchill, Saturday night, and that his opinion on free trade gained the victory the more responsible of the Unionist newspapers acknowledged. Nowhere is there a hint at minimizing the hurricane that has overtaken the Unionists party or a suggestion of doing anything but beat an orderly retreat and save what is possible from the route.

The question now uppermost in all minds is what fate will befall Joseph Chamberlain at Birmingham.

DULL WEEK.

Business Likely to be Slow at Washington This Week.

WASHINGTON, Jan. 14.—In Congress the outlook does not promise a very interesting week. The Senate has not a clearly defined program and the calendar is denuded by the vigorous work of last week, so that unless there is considerable discussion of the bills which have the right of way, the prospect is not good for much business.

The committee on the Isthmian canal will begin the actual work of investigating the Panama canal situation on Tuesday. It is expected the canal com-

mittee will make a report on the nomination of canal commissioners soon, and when the report is made there will be more or less discussion on the canal situation in the Senate, but it will take place in executive session.

By reason of the fight against the joint Statehood bill, the House leaders will have some difficulty in providing business for all the days this week. Heretofore it has been the intention to follow the Philippine bill with the Statehood bill, but it is decided to postpone at least a week reporting on the Statehood bill from the committee. This leaves the business week now in sight simply the finishing of the Philippine bill and one day of pension legislation.

TRAIN DITCHED.

Several Cars Overturned and One Passenger Slightly Hurt.

SAN BERNARDINO, Jan. 14.—The Los Angeles and Salt Lake limited train on the San Pedro, Los Angeles and Salt Lake Railroad east-bound, went into a ditch at Highland Junction at 5:15 o'clock this evening and several cars were overturned and one passenger, Ole Hanson, of Milner, South Dakota, was injured. His injuries are very slight. The accident was caused by the spreading of the rails, due to the soft condition of the roadbed. The train was not running fast, which fact is responsible for the small damage received. The cars which were left on the track are not damaged.

KILL THE GENERALS.

CAPE HAITIEN, Hayti, Jan. 14.—A sanguinary and what will probably prove the final battle has taken place near Guayabin, between the troops of Caceres, temporary president of Santo Domingo, and the insurgents. The former were victorious. Several generals on both sides were killed or wounded. It is expected the governor of Monte Cristi will surrender that place, provided the necessary guarantees are given as to the safety of the governor.

TOTAL LOSS.

Norwegian Steamer Wrecked in the North Sea.

ESBJERG, Denmark, Jan. 14.—The Norwegian steamer, Iris, from New Orleans, December 9th, via Norfolk, December 29th, for this port, was wrecked on Horn's Reef in the North Sea about twenty miles to westward of this port. All members of the crew with the exception of one fireman, were rescued. It is believed vessel and cargo will be a total loss.

TWO BOMBS THROWN.

CHERBIGNOFF, Jan. 14.—Two bombs were hurled today at Governor-General Khovostoff, as he was driving home from the cathedral. The governor was seriously wounded, and his wife slightly injured.

RELATIONS SEVERED

Venezuela and France May Fight It Out.

TROUBLE OVER M. TAIGNY

French Charge d'Affairs Was Unbearable to President Castro of Venezuela and he Would Have Nothing to do With Him Hence Trouble.

WASHINGTON, Jan. 14.—Russell, the American minister at Caracas has notified the state department of his action in delivering the note to the Venezuelan government in behalf of France, severing diplomatic relations between the two countries.

Communication Open.

NEW YORK, Jan. 14.—The Commercial Cable Company announced today that it had been advised by the Venezuelan government that telegraphic communication was open by way of Trinidad and Amacura. Dispatches are forwarded between those points daily by means of gunboats.

Looks Warlike.

CARACAS, Jan. 11 (delayed in transmission).—The Venezuelan government has continued to abstain from renewing relations with France through M. Taigny, the French charge d'Affairs. Mr. Russell, the American minister, yesterday (Wednesday) afternoon, delivered a note to Venezuela on behalf of France, severing relations between the two countries. The archives and interests of France will remain in the hands of Russell. M. Taigny has been recalled.

Communication by way of the French Cable Company's line is prohibited, and dispatches must be sent by way of the Islands of Trinidad.

TRAGEDY SPOILS THE NEW YEAR FESTIVITIES

ST. PETERSBURG, Jan. 14.—The sanguinary tragedy in the famous restaurant "The Bear" at an early hour yesterday morning, has cast a shadow over the New Year festivities. The custom of making New Year calls obtains in Russia to a larger extent than in any other country of the world, and at every reception today the affair at

THE MOROCCAN CONFERENCE

Twelve Nations Are to Be Represented.

ANXIOUS FOR HARMONY

All Countries Attending Conference Desire Peaceful Outcome of Meeting.

UNITED STATES TO BE THERE

Conference Opens at Algiers on January 16th—Henry White Ambassador to Italy and S. R. Gammern, Minister to Morocco, represent U. S.

NEW YORK, Jan. 14.—Services in memory of the late President Harper were held in this city today. The more important being at Columbia University, over which Rev. Chas. Cutbert Hall, president of Union Theological Seminary, presided.

Among the world's happenings for the coming week the most important is the Moroccan conference which will assemble on January 16th at Algiers, Spain. Eleven European countries and the United States will send representatives. Henry White, ambassador to Italy, and Samuel R. Gammern, minister to Morocco, will represent the United States, with Lewis Einstein, third secretary of the London embassy, as secretary of the American mission.

France and Germany are the two most important factors in the conference and the attitude of their representatives will be followed closely. Although it is yet to be decided whether the decisions of the conference must be unanimous, the balance of power lies with other nations, so there is every reason to hope that conservatism will govern the outcome of the negotiations.

In Great Britain the general elections will continue. Saturday's decisions, however, which showed expected Liberal gains, make it a foregone conclusion that the government will have an ample working majority.

The election of a new president of the French republic will be co-incidental with the convening of the French national assembly on January 17th. A clinch seems certain between Clemont-Armond Fallieres, the newly elected president of the Senate and M. Doumer, president of the Chamber of Deputies. The former's chances apparently are considered the best. Premier Rouvier has a following which may develop in balloting. In spite of Loubet's announced intention not to become a candidate for re-election it is possible he may reconsider the matter.

January 22d is the anniversary of "Red Sunday" in Saint Petersburg, but preparations are made to celebrate it this year on January 21 and 22. Interest is felt in the manner in

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KRUGER'S PASSENGERS HAVE NARROW ESCAPE

SAN FRANCISCO, Jan. 14.—The passengers and crew of the wrecked steam schooner Kruger, which went ashore on the Mendocino county shore Friday, arrived in this city today on the tug Sea Foam. For nearly four hours the refugees of the wrecked vessel were tossed and buffeted about in life boats in the heavy sea before the Sea Foam loomed up in sight.

Several times the vessel threatened

to turn turtle in the raging sea, but luck was on the side of the shipwrecked crew and they managed to weather the storm till the Sea Foam picked them up at 7 o'clock this morning.

Swaine and Hoyt, agents for the Kruger, received a telephone message today stating the Kruger had gone ashore near Pilot's Cove and was being dashed to pieces on the rocks.