

Morning

PUBLISHES FULL ASSOCIATED PRESS REPORT



Astorian.

COVERS THE MORNING FIELD ON THE LOWER COLUMBIA

VOLUME LX NO. 250

ASTORIA, OREGON, SUNDAY, FEBRUARY 11, 1906

PRICE FIVE CENTS

DREADNAUGHT LAUNCHED

British Battleship Slices Down the Ways.

KING PRESSES BUTTON

When Finished Battleship Will Be Largest and Strongest in World.

BUILT ON LATEST DESIGNS

English Engineers Were on Japanese Warships During the Late War and Experience Gained by Their Observations, Embodied in New Ship.

PORTSMOUTH, England, Feb. 10.—The monster battleship Dreadnaught, which, when finished, will have cost \$7,500,000, was launched here today by King Edward.

The ceremony was the most simple possible, the King having vetoed all decorations and pageantry on account of the death of his father-in-law, King Christian.

There was a moment of suspense after the King touched the electric button removing the last block as the huge ship hesitated and appeared reluctant to take the water. But slowly she began to move, and glided down the ways in safety.

Among the occupants in the royal stand were the American naval attaché, Lieutenant-Commander John H. Gibbons, and the other attachés, the Admiralty officials and a few privileged persons.

The launch of the Dreadnaught, the largest and most powerful battleship of the world's navies, marks the first stage in what the British admiralty claim as the greatest achievement in naval construction. On October 2, 1905, only a few days over four months ago, work was commenced at Portsmouth on the vessel, the first of what is to be known as the Dreadnaught class. The promise was made then that she would be launched within six months. The admiralty has more than made good their boast and Britishers have another cause for pride in their navy. Another twelve months, all going well, the Dreadnaught will be commissioned and with the Atlantic fleet, thus beating all previous records in battleship building by six months. There are two reasons why work is being rushed on the Dreadnaught. One is the great saving in cost but the chief reason is that the ship is to some extent an experiment and it is desired to give her a good trial before commencing construction on any more of her class. Great Britain it will be remembered was the only power having attachés or observers on Japanese ships during the Russo-Japanese war, while expert British constructors were given every opportunity of learning where in the ships of Japan proved weak or strong as the case may be. These men were busy from start to finish of the war and immediately after the battle of the Sea of Japan came home with their data, which was sub-

mitted with suggestions, to a special committee on which sat not only the most experienced naval experts but the director of naval construction, Lord Kelvin, and a number of the leading private ship builders. The Dreadnaught is the outcome of their deliberations, an embodiment of the lessons of the late war in the Far East, a ship apparently invincible, capable at one discharge of her guns of throwing with unparalleled force twice as much metal as any foreign man of war now afloat, while her armor will render her immune from attacks by an enemy's guns, and, some claim, even against torpedoes, fired at the usual battle range. When ready for sea the ship will displace 18,500 tons but this is the least remarkable thing about her for besides the ideas introduced as a result of the Far Eastern war Britain is placing on her new fighting machine the heaviest armament ever carried by a ship. In the past British vessels have carried four 12-inch guns throwing 850 shells; the Dreadnaught will have ten of these weapons of a new type with a muzzle energy of 49,568, as compared with the 33,622 of the guns carried in a recent battleship of the Majestic class, an increase in power of 50 per cent. In a great sea fight the Dreadnaught will be able to discharge every minute ten projectiles weighing 8500 pounds with sufficient velocity to send them twenty-five miles or to penetrate about sixteen inches of the hardest armor at a range of about two miles.

BUILD TO ASTORIA

Tillamook-Nehalem Line is Coming This Way.

WILL RUSH WORK THIS YEAR

Four Millions to be Expended on the New Road—Sixty-one Miles of First Section Will Be Built at Once—Two Years Will Finish Work Mapped Out

PORTLAND, Feb. 10.—Bonds in the sum of \$4,000,000 have been sold by E. E. Lytle, president of the Pacific Railway & Navigation Company, to the Union Trust Company, of San Francisco.

This insures construction of 200 miles of main line between Hillsboro and Tillamook and Nehalem, and to Astoria and Seapooie, besides several branch lines. Negotiations for the bonds were closed yesterday and mortgages will be filed shortly. Construction is going ahead on the road west from Hillsboro, and it will be completed to Tillamook, by way of the Wilson River, this year. That portion of the system will have a length of 61 miles. There will be a north and south connection on the coast between Tillamook and Nehalem, in addition to the main line to the latter point from connection with the Tillamook road at a point about twenty miles west of Hillsboro. Exact location of the "Y" has not been determined. The force of men engaged in grading, bridge-building and track-laying will be increased as fast as they can be secured. Inclement weather of last month retarded progress on early work, but operations are now proceeding without interruption. Along the Wilson River it is anticipated construction will be difficult and tedious, but most of the work after crossing the divide can be accomplished with dispatch. From Tillamook the coast line will be constructed along the Nehalem River.

SHOCKING TRAGEDY OCCURS IN DETROIT MICHIGAN

DETROIT, Mich., Feb. 10.—John Watt, tonight shot and killed himself after killing his four-year-old child, shooting his father-in-law through the stomach and shooting his mother-in-law

in the shoulder. Witt had been separated from his wife, and went to her father's house supposedly to kill her and her child. His wife was absent at work, however. Her father is in a critical condition.

ADMIRAL COURBET'S CREW DISOBEY OFFICERS

MEN MUTINY AND LEAVE THE SHIP UNMANNED

Members of French Bark's Crew Refuse to Proceed to Sea Unless Ship Takes More Ballast Declare It too Dangerous.

OFFICERS SAY SHIP IS SAFE AND WILL PROSECUTE CREW

BARK READY FOR TRIP TO AUSTRALIA, WHEN CREW TOOK POSSESSION OF ONE OF BOATS, AND CAME ASHORE, DECLARING THAT SHIP HAD NOT ENOUGH BALLAST, AND WAS LIABLE TO TURN TURTLE—OFFICERS ASSERT SHIP PERFECTLY SAFE.

SEATTLE, Feb. 10.—Sailors on the French bark Admiral Courbet laying at Port Townsend mutinied today and after fogging taking a boat pulled ashore declaring that they would not proceed to sea in the vessel owing to her light ballast. He adds that this morning when the ship was ready to sail for Australia persons on shore noticed a commotion on board, accompanied by shouting in French and wild jesticulating. Then one of the boats was lowered and practically the entire crew, with the exception of the officers pulled ashore. Even the cook left. The men are very reticent about the matter. Under the French laws it is a serious offense and Orear says he thinks the men are liable to mutiny when they return to France. Orear says the men said their recent experience in the Straits

of Fuca was enough, and says the crew claim they are endangering their lives. The officers of the ship on the other hand assert the ship is perfectly safe with 240 tons of ballast. The loss of the spars on the Pass of Melford is attributed to a lack of ballast. The ship in her lightened condition being unable to beat off shore and is also liable to turn turtle. For this reason the sailors have the sympathy of all seafaring men. The matter will probably come before the United States commissioner on Monday.

Will Assist Government. SEATTLE, Feb. 10.—The committee of five men of the Chamber of Commerce who has taken an active part in the work to secure a federal investigation of the Valencia disaster will assist the commissioner in making the investigation

BOLD THIEF SNATCHES DIAMONDS.

VANCOUVER, B. C., Feb. 10.—The boldest and most successful robbery ever attempted in Vancouver occurred this evening about 6 o'clock in the jewelry store of A. F. McMillan. Mrs. McMillan was alone in the store when an unknown man boldly smashed the plate glass window of the establishment, seized a tray of diamonds and darted around the corner. A passerby made a grab at the thief, but he drew a revolver and fired, and then ran on, disappearing toward the water front in the fog. A rough estimate of the goods stolen is \$20,000, but it is not improbable this sum will be exceeded when the stock reveals the full extent of the depredation.

CROWD ATTEMPTS TO LYNCH NEGRO MURDERER

NEW YORK, Feb. 10.—A thousand men and boys today jeered a squad of policemen, who with drawn revolvers protected Clarence Brooks, a negro from the crowd which threatened to lynch him. The negro had been pursued through one of the city's busiest centers after a sensational shooting affray in which another negro was killed.

Several sawmills will probably be established on the line within another year, so that when the road is completed they can immediately begin shipping. The largest belt of standing timber in the state is located between the Willamette Valley and the coast line, and extends south practically from the Columbia River to the California line. From the country between the mouth of the river and Yaquina Bay the system is expected to draw its trade, and further extensions into rich country may be ordered after main lines are in operation. It probably will require more than two years to finish work now mapped out, but with sale of the bonds its completion is assured.

BOY THROWS BOMB.

WARSAW, Feb. 10.—A bomb thrown by a boy today killed four gendarmes. The boy escaped.

NEW RULES PROVIDE 10 YARDS IN 3 DOWNS

NEW YORK, Feb. 10.—Ten yards to be gained in three downs is the principal football reform tentatively agreed upon at the meeting of the National Inter-Collegiate Football Rules Committee today. This rule if adopted, football experts believe, will do more than anything else toward opening up the game.

INDEPENDENTS GET CONTRACT.

Waters-Pierce Oil Co. Refused Contract For Missouri Penitentiary. JEFFERSON CITY, Mo., Feb. 10.—The Board of Prison Inspectors has refused to award the Waters-Pierce Oil Co., the contract for supplying the State penitentiary for the ensuing year. This company bid 14 cents a gallon, but the contract was awarded to George P. Jones & Co. and the Mount City Oil Company, who bid 15 cents, the board considering the bid of the independent companies preferable, even if they do charge half a cent more per gallon.

DIVORCE CONGRESS.

WASHINGTON, Feb. 10.—Delegates from forty-three states are forming a divorce which will convene in this city on February 19th to perfect a permanent organization.

REV. WARE RESIGNS.

Convicted Minister Gives Up Pastorate of Two Churches.

DEADWOOD, S. D., Feb. 10.—Rev. Ware, recently convicted of conspiracy to defraud the government by illegal land entries tendered his resignation as pastor of St. John's Episcopal church at Deadwood and Christ's Church at Lead, and also sent to Bishop Hare his resignation as a minister of the Episcopal Church.

DASTARDLY CRIME.

Mayor and Politician of Illinois Town Face Serious Crime.

KANKAKEE, Ill., Feb. 10.—Charles E. Raines, mayor of Melford, Illinois, and Gilbert Vennum, a politician of Melford are under arrest charged with enticing Myrtle Taylor, sixteen years old, into a room. Raines is also charged with enticing Essie Childs, eighteen years old. Both men are bound over to await the action of the grand jury.

PRISONERS BURNED.

EASTMAN, Ga., Feb. 10.—Three prisoners were cremated last night in a fire which destroyed the police jail.

BISHOP DYING.

AUTUN, Feb. 10.—Cardinal Perlaud, Archbishop of Autun, is believed to be dying of pneumonia.

VALENCIA NOT SEEN

Captain of Topeka Testifies at Investigation.

SURVIVOR CONNERS CRAZY

Master of Steamer Topeka States to Investigation Committee That He Could Not Find Valencia—Connors, Valencia Survivor, is Insane.

SEATTLE, Feb. 10.—Captain Cann of the steamer Topeka, which was sent to the relief of the Valencia was a witness before inspectors Whitney and Turner today. Captain Cann testified his ship did not catch sight of the Valencia. Cann testified his plan had been, had he been able to locate the Valencia to fasten two life rafts together, tow them inshore and float them to the wreck. Frank Connors, one of the survivors of the Turret Island raft, while testifying today talked so irrationally as to lead to the belief that the hardships have affected his mind. The government commission which will make an investigation into the Valencia disaster is expected to arrive here Tuesday and hold its opening session Wednesday.

POLICIES MISSING.

PEORIA, Ill., Feb. 10.—The widow of the late Dr. Simmons opened a safe deposit box of the suicide today and found the box, which was expected to contain valuable papers, was empty with the exception of an unimportant business letter. No will was found, and the policies of heavy insurance thought to have been carried are missing.

READY TO SAIL.

PARIS, Feb. 10.—The cruiser Du Chaila has been ordered held in readiness to start for Venezuela.

CHINESE STUDENTS ALLEGE TREATMENT WAS CRUEL

SAN FRANCISCO, Feb. 10.—Charges of cruel treatment toward Chinese students upon their arrival in this country were made today before Commissioner North by several young Chinese, who maintain they treated with indignity.

CONFERENCE IS FAILURE

Algeciras Delegates Unable to Agree.

BOTH NATIONS FIRM

France and Germany Will Neither Give Way to Other's Demands.

IS FEARED WAR MAY FOLLOW

France Contends For Jurisdiction Over Moroccan Police Because of Her Geographical Position, While Germany Says Equal Rights For All.

BERLIN, Feb. 10.—The negotiations at Algeciras have reached a decisive turn, and the dissolution of the Moroccan conference without an agreement upon the principal subjects of discussion appears to be the probable result. The positions of France and Germany have now been clearly disclosed. Each country, supported by several other powers, holds tenaciously to its own principle of settlement, namely, France for special recognition in Morocco because of her geographical and historical relation to Morocco, and Germany for a strict application of the doctrine of equal treatment of all countries in the future of Morocco.

In the meantime press campaigns have begun in both France and Germany in support of their respective positions. France Remains Hopeful. PARIS, Feb. 10.—The view expressed in certain sections by the French and foreign press that the Algeciras Conference will not result in settling the Moroccan difficulties, with a consequent renewal of the strained relations between France and Germany is considered unjustified. In government circles it is pointed out that France, though desirous of reaching a settlement, would rather consent to the status quo than accept the suggestion of an international police. This resumption of the old conditions, it is argued, though unsatisfactory, would be preferable to agreeing to the establishment of a force which possibly would become a menace to the Algerian frontier.

EXPEDITION NECESSARY.

LONDON, Feb. 10.—At Reynolds a weekly newspaper says the small British garrison left in Tibet has been surrounded by hostile tribes and an expedition necessary.

INDEPENDENTS ORGANIZE.

YOUNGSTOWN, Ohio, Feb. 10.—Nearly all the independent steel and iron mills west of Youngstown have been organized as the Western Bar Association. There are about twenty mills in the organization and employ over 20,000 men. The object of the association is to have the association deal with the Amalgamated Association's iron and steel works.