

# Morning

PUBLISHED FULL ASSOCIATED PRESS REPORT



# Astorian.

COVERS THE MORNING FIELD ON THE LOWER COLUMBIA

VOLUME LXIII NO. 11

ASTORIA, OREGON, SATURDAY, JANUARY 12, 1907

PRICE FIVE CENTS

## SWINGS FOR GUGGENHEIM

### Colorado Democrats Goes for New Senator.

## MAKE BOLD ALLEGATION

### Alleges that Guggenheim's Money Turned the Great Trick For Him.

## DIAMONDS QUICK OUSTER

### Colorado Senate Quietly Sits Down on Dissatisfied Democrat — Break Causes Only a Flutter at Denver.

DENVER, Jan. 11.—Senator Crowley, Democrat, introduced in the upper house of the Colorado legislature today a resolution providing for the investigation of Simon Guggenheim's alleged purchase of the United States senatorship, for which he recently received the endorsement of the Republican caucus. The senator cited the published reports concerning his use of money to secure the election of members pledging themselves to vote for Guggenheim, and declared that for the good name of the state the investigation should take place. Crowley declared his resolution to be non-partisan. The resolution was tabled after a stormy debate on a strictly party line-up.

## FRENCH CATHOLICS.

### Mere on Trouble Between Priests and Members of Government.

ROME, Jan. 11.—The Observatore Romano today publishes the text of an encyclical addressed by the Pope to the French Catholics. The French government's declaration of war was, he said, not only against the Catholic faith, but against all spiritual ideas. The French Catholics must be prepared for all sorts of trials, but they are certain of final victory. This meant the maintenance of their union with the holy see, which was of the greatest importance. Contrary to the statements made on the subject, the church did not desire a religious war. Regarding the ecclesiastical properties, the encyclical said the Pope had not abandoned them. The French government has imposed on the Catholics of France an organization which the church was absolutely unable to accept without imperiling her existence as a divine institution. The church could not prevent the unjust spoliation in progress, for, as the proposed cultural associations were opposed to the hierarchy established by Christ, the Pope condemns them in spite of the consequent material injuries involved at the hands of the government.

## CANADIANS GO COLD.

### Fuel Problem Grows Serious With Our Northern Neighbors.

VICTORIA, B. C., Jan. 11.—"Our coal bins were absolutely empty and there was not a sack of coal to be had in Vancouver when I left," said C. M. Marpole, of the firm of Macdonald & Marpole, the well known Vancouver fuel dealers, today.

Mr. Marpole arrived in the city to-

day, bent on making some arrangements for the shipment of coal to Vancouver, where he states that the utmost shortage of fuel prevails. Thanks to his efforts a scow, carrying three hundred and fifty tons, will leave for the Mainland from Dunsmuir & Sons' collieries today, while two others will cross the Gulf, bringing the total amount up to one thousand tons in a few days.

"The thousand tons will enable us to answer our most urgent orders, and will make it possible for us to keep things going until the collieries are able to increase their output," said Mr. Marpole. "Mr. Dunsmuir has promised me that the supply of coal for Vancouver will be kept up hereafter, and I have no fear of fuel becoming again so short, as it has been for the last few days."

Mr. Marpole stated that the undue shortage is due to sickness at the mines, where fully ten per cent of the men are laid up with la grippe. In Ladysmith mines alone the output has dropped on this account from eleven to seven hundred tons a day. Mr. Marpole states that Mr. Dunsmuir informed him that the shortage of labor alone hampers the output of the mines. Could he obtain enough men, Mr. Dunsmuir stated, he could produce coal enough to supply the whole of the Pacific coast.

"As it is," continued Mr. Marpole, "the shortage in Seattle is even worse than in Vancouver. I have heard of cases where men have paid teams one and two dollars an hour to stand by the bunkers from two in the afternoon until twelve at night, awaiting their turn to get a load of coal."

Mr. Marpole states that wood, too, has been short in Vancouver for some days past. The supply of cordwood has entirely given out, while mill wood has been remarkably short, owing to the fact that most of the mills have closed down for repairs; but Mr. Marpole stated that they will shortly be reopened, and that the shortage will then be remedied.

## PONCE TOWED HOME

### Missing Atlantic Liner is Safe But in Trouble.

## TRAMPS BRINGS HER IN SAFE

### Crippled, But Her People in Fair Shape — Her Experiences Severe in the Recent Gales — Finds Refuge at Hamilton.

NEW YORK, Jan. 11.—The missing steamer Ponce 11 days overdue, from Ponce, P. R., to New York, was sighted today off Hamilton, Bermuda, in tow of another steamer, according to two cablegrams received by the New York & Porto Rico Steamship Company of this city, the owners of the Ponce, and later towed into Hamilton. The cablegrams were dated at Hamilton, Bermuda, and read as follows:

"Steamer Ponce in tow off Bermuda of tramp steamer, disabled.

"JOHN S. DARRELL."  
MEYER."

The steamer Ponce sailed from Ponce, Porto Rico, for New York, Dec. 26. For nearly a week several revenue cutters have been searching for the missing steamer and great apprehension had been felt for her safety.

## MONTANA IN DANGER.

### Fierce Blizzard Raging and Fuel Shortage Adds to Gravity of Case.

MISSOULA, Jan. 11.—The worst blizzard of the year is raging tonight. Eight inches of snow have fallen in the past twenty-four hours, accompanied by terrific winds. All trains are running from eight to ten hours late. Grave fears are entertained because of the fuel shortage and much discomfort is anticipated. The temperature is near zero and falling rapidly.

## SAME OLD QUESTION

### Moyer, Heywood and Pettibone Again Theme.

## FINANCIAL AID GIVEN

### California Federation of Labor Taking a Hand in Their Liberation.

## FAIR AND SPEEDY TRIAL ASKED

### Their Alleged Kidnaping Declared to be a Deliberate Menace to the Freedom of Organized Labor—Moral Support Promised.

STOCKTON, Cal., Jan. 11.—At 10 o'clock of the session of the Federation of Labor, a resolution recommending that efforts be made to secure the speedy trial of Moyer, Heywood and Pettibone, at Boise, and recommending financial aid for them and all publicity possible regarding the progress of the case, caused considerable discussion. As the committee had amended the original resolution and made it less radical than in its original form. The resolution, as amended, declares that Moyer, Heywood and Pettibone were virtually kidnaped and assert this to be evidence of a conspiracy against organized labor; an injustice to these men and a menace to the constitutional safeguards of the accused. The federation is therefore, obligated to secure a fair and speedy trial, and recommends the widest publicity and finally that the Western Federation of Miners be tendered moral and financial support.

## BRAKEMAN IS KILLED.

### Skull is Crushed and Body Badly Mangled.

IDAHO FALLS, Ida., Jan. 11.—Charles Smith, a brakeman on the St. Anthony branch of the Oregon Short Line, was killed in a very sudden and horrible manner yesterday shortly after 11 o'clock. The accident happened near Lorenzo, a short distance above Rigby. A passenger had entered the toilet room and later in attempting to get out, found that the lock was caught in some manner and the door would not budge. The attention of the conductor was called, and he being busy with his tickets, instructed the brakeman to see what he could do with the door. Finding the lock jammed beyond moving from the inside, Brakeman Smith secured a screw driver and went out on the platform. Leaning around the end of the car he endeavored to pry up the window, so that he might hand the screwdriver to the prisoner, who could readily remove the lock.

Being intent upon his occupation, the proximity of a bridge passed unnoticed and his head coming in contact with a heavy bridge timber was crushed as though it were an egg-shell.

He was knocked from the fast-moving train and the body fell through the bridge to the ground below, a drop of about thirty feet.

A man was standing on the platform and witnessing the terrible accident, immediately notified the conductor, and the train was stopped and backed up to the bridge.

It was found that life was extinct, and tender hands conveyed the body to the train where it was taken to Rexburg, where, it is understood, an inquest was held. Yesterday's evening

train brought the remains to this city where the undertaker took charge of them.

## BRYANS IN DANGER.

### Are in Railroad Accident, But Escape Without Injury.

GREAT FALLS, Mont., Jan. 11.—The Montana Central westbound train, containing Mr. and Mrs. W. J. Bryan, who left here this morning, after Mr. Bryan's lecture here last evening, collided with a switch engine and stone cars at 7 o'clock in the Great Falls yards. The engineer of the passenger train was badly injured and the baggage car wrecked and several people shaken up badly. Mike Connelley, of Glasgow, was injured severely about the head and shoulders, but not fatally, while several others were bruised considerably.

The passenger train was moving only about ten miles an hour and the accident happened because of the blinding blizzard which allowed the engineer to see but a few feet ahead. Mr. and Mrs. Bryan had been on the train but a few moments and were both thrown from their seats, but received no injury other than the shaking up.

## LEAVE ROADS ALONE.

### Advice on Car Shortage Given by a Railroad President.

TOPEKA, Jan. 11.—President Ripley of the Santa Fe, regarding the car shortage situation, said today that the best remedy he could suggest would be to let the railroads alone. If they are not hampered by restrictive legislation an dtheir credit is maintained, so they can get funds, they will soon get their heads above water and be able to take care of their business. Ripley declared the railroads have done the best they could to provide adequate facilities and if they had not succeeded it is not their fault.

## LANGUAGE THREATS

### Sewell Says President's Remarks Were Over-Strenuous.

## CALIFORNIANS ARE CORRECT

### Actions of San Francisco People in Japanese School Affair Were Result of Ripe Experience in the Oriental Character.

SALT LAKE, Jan. 11.—A special to the Tribune from Boise, Idaho, says Representative Sewell, Democrat, offered a joint resolution in the House today, calling attention to the threatening language used by the President of the United States, in which he declared his antagonism to the citizens of California on the oriental school question. Declaring the action of the citizens of California to be the result of ripe experience and noting that the President in his message to Congress insists upon equality of the Caucasian and Japanese races so far as citizenship is concerned, the resolution concludes by expressing confidence in the people of California and the belief that they are upholding the standard of American citizenship to the best of their ability and urges that the Japanese be excluded from this country in the same manner that the Chinese are.

## CURTIS FOR CONGRESS.

### His Nomination by Republican Caucus in Kansas Means Election.

TOPEKA, Jan. 11.—Congressman Charles Curtis was nominated for United States senator to succeed Senator Benson on the fourth ballot by Republican members of the Kansas legislature in caucus tonight. The action of the caucus is equivalent to election, as the Republican majority is overwhelming.

## SENATE HAS NOT POWER

### Cannot Pass on Senators Says Hopkins.

## MORMON SMOOT SAFE

### Only Federal Officers Are Impeachable By That Assembly.

## SMOOT'S CHARACTER OF BEST

### Represents a Higher and Better Class of Mormons—Illinois Senator Makes Defense of Fellow Legislator—Fulton Curious.

WASHINGTON, Jan. 1.—The first speech in defense of the right of Reed Smoot to a seat in the Senate was delivered today by Senator Hopkins of Illinois. Hopkins took the position that senators were not federal officers to the extent that the Senate could pass upon their qualifications and eligibility or impeach them for high crimes and misdemeanors. If a senator was to be punished it must be done by the state or federal courts. Only federal officers, he maintained, were impeachable and this impeachment must be for a crime committed by such as federal officers. A precedent cited was the unsuccessful attempt to impeach Senator Blount of Tennessee, charged with treasonable correspondence with a foreign nation more than one hundred years ago. The conclusion, which Hopkins said, had never been reversed, was that the Senate had no right to try the case, as Senator Blount was not an officer of the United States.

Referring to Smoot personally, Hopkins said he was a man of exemplary character and that he possessed all the qualifications spoken of in the constitution. Hopkins could not see why he should be disgraced and dishonored and the happiness of wife and children be destroyed. An extended history of the Mormon church was given by Hopkins, who concluded that the testimony taken before the committee showed a radical change for the better and that Smoot represented the higher and better Mormonism. Senator Fulton asked Hopkins whether the Mormon church had recognized the twenty polygamous marriages which the evidence shows took place since the manifesto of 1890. Hopkins replied in the negative and said that under the laws of the Mormon church today such marriages were not permitted and that persons contracting them knew they were violating both civil and church law and for that reason all these marriages were celebrated in Canada. Senator Dubois asked if Smoot had done anything to bring these persons to justice. Hopkins said there was no more obligation on Smoot in this respect than on any one else. He maintained that Smoot in his position in the church had done more to stamp out polygamy than any other man. Dubois wanted to know when and where Smoot had ever publicly placed himself on record as condemning polygamy. Hopkins replied that Smoot had twenty or forty times stated his position before the committees and his whole life was a protest against polygamy. Dubois, however, demanded to have pointed out this testimony, but Hopkins had taken his seat and the debate was cut off by the recognition of Cullom who called up the legislative appropriation bill.

## WILL BUILD DRY DOCK.

### Ship Building Plant and Dock Are Promised to Portland.

PORTLAND, Jan. 11.—Capital is being readily obtained for the construction of a modern steel shipbuilding plant and drydock at St. Johns. The preliminary steps looking to the establishment of the plant are so far along that actual building operations will be started within the next month. The St. Johns Shipbuilding Company, of which J. E. Kelly is general manager, is back of the venture.

Fourteen acres of water front property, adjoining the present shipyards belonging to that company, were purchased yesterday for the site. Portland capital is being invested in the project, and practically enough funds to carry the proposal through, it is claimed, have been guaranteed.

The drydock, when completed, will be 375 feet long, and of sufficient width to accommodate the largest ships plying these waters. The cost of the drydock and plant will be almost \$1,000,000. When the plant is in operation it is believed that more ships will be attracted to Portland.

## MORE MUCK RAKING.

LINCOLN, Jan. 11.—Representative Van Housen today introduced a resolution asking for legislative investigation of Attorney General Brown and the Republican nominees for United States senator. The resolution went over until Monday. The resolution recites as arguments that Brown entered into an agreement with the grain trust and a printing company not to press suits brought against them, which were published during the last campaign. Brown flatly denies the charges and Chairman Rose of the Republican committee, says the move is backed by railroad interests.

## HARRIMAN PAYS IT

### Generous Act of Railroad Magnats Will Relieve Fuel Famine.

## SENDS HIS CARS AS FREIGHT

### Extraordinary Methods Necessary to Get Coal to Suffering People of Middle West—Two Hundred and Fifty Cars Sent.

CHICAGO, Jan. 1.—The Record-Herald today says: The management of the Harriman lines is paying \$32,500 "freight" on cars in order to get them from the east into the coal fields of Illinois, where they can be loaded with coal for the West. This extreme and unusual method was adopted by the officials here after a wire consultation with E. H. Harriman, who gave his consent to the expenditure necessary to relieve the coal shortage in several portions of the West, especially in Kansas and Nebraska. Added to the loss in paying the freight on the cars, the Harriman system will lose at least \$6,000 revenue—possibly three times that amount—which they would have obtained had they permitted their cars to be loaded in the East with merchandise or coal for the territory about Chicago.

As a result of this sacrifice of revenue, 65,000 tons of coal soon will be distributed along the lines of the Union Pacific road in Kansas and Nebraska. More than 250 carloads are on their way there now and the remainder, 1,300 cars, will be forwarded at the rate of 15 or 20 daily. The question arose how to get the cars to the mines without having a road steal them for temporary use en route. The management finally decided to ship them as freight and prepay \$25 for the delivery of each car.