

JUST RECEIVED

Our large line of cut glass intended for the Holiday trade has just arrived, being delayed on account of the car shortage. The celebrated H. C. Fry's, which took Gold Medal at Lewis and Clark Fair. Latest Designs. Special Prices.

A. V. ALLEN,

CROCKERY DEPARTMENT.

LOOKS LIKE GRAFT

Ship Subsidy Bill is Not Placed in Hands of Representatives.

FAVORS THE EXISTING TIMES

Fight in Merchant Marine and Fisheries Committee Over Matter Was Remarkable—Contrary to Custom Bill Was Withheld.

CHICAGO, Jan. 17.—A dispatch to the Tribune from Washington says:

"There was a distinct condition of ferment in the House of Representatives yesterday because of the fact that the members at large were deprived wholly of information as to the exact character of the ship subsidy bill which was supposed to have been reported from the committee on merchant marine and fisheries Tuesday after an extraordinary fight which necessitated actual adjournment of the House to permit the committee to act.

To cap the climax of the peculiar tactics which have been adopted, the bill as reported, was withheld from the public printer so that it could not be printed in time to be put in the boxes of the members yesterday, according to the usual custom.

No member of the House had a draft of the measure and as it had never been formally considered in the committee and never debated, members of the House are still in the dark.

All they know is that the bill provides for actual subsidy of no less than \$1,000,000 in addition to \$250,000 payable under the existing law, which will be divided among Harriman, Hill and Spreckels, because they already have lines running over the routes indicated in the bill, and no other man could afford to build a single steamship to compete with them.

The subsidies for these three lines are certain to prove intensely unpopular in the House and the chances are they will be reported out by a combination of Republicans and Democrats. They are not included in the scheme suggested by Secretary Root for steamship lines to South America and the payment of this enormous annual subsidy to them would not result, in all probability, in the building of another American flag on the Pacific Ocean.

PRINCESS MEETS ACCIDENT.

PARIS, Jan. 17.—While touring between Cannes and Antibes last night,

Do You Realize

That you need shoes for the rainy season that has now made its appearance.

Just Arrived for

MEN, WOMEN AND CHILDREN
FALL STYLES, SMART DESIGNS.
That please the eye, lend comfort to the feet and give perfect durability.

THE BEST MADE

DR. A. REID'S CUSHIONED SHOES:

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the automobile of Princess Lubomirska, who belongs to an ancient Polish family, with residences in Galicia, Poland, and Paris, went into a ravine. The princess is said to have suffered injury, but to what extent is not definitely known. One report says she was mortally hurt and another that her injuries are not serious.

WOOL GROWERS MEET.

Three Days' Session Begun at Salt Lake City Yesterday.

SALT LAKE CITY, Jan. 17.—A thousand delegates are here to attend the forty-third annual convention of the National Wool Growers' Association, which begins a three days' session here this morning. The attendance from Wyoming, Montana and Idaho is especially large. In the absence of the national president, Senator Francis C. Warren, the western vice president, Dr. J. M. Wilson, will preside throughout the session.

The features of today's programme are addresses of welcome by Governor John C. Cutler, Fisher Harris, representing the mayor, and S. H. Live, for the Commercial club; response by Frank J. Hagenbarth; annual address by Vice President Wilson; address by Thomas J. Walsh, on "Forest Reserves from the Sheepman's Standpoint;" address by Gifford Pinchot, chief forester of the Department of Agriculture, on "Forest Reserves and the Grazing Industry."

In addition to the other regular business of the meeting the delegates will devote much time to the enjoyment of courtesies extended by the people of Salt Lake. These include an organ recital at the tabernacle and a reception at the Commercial Club.

STRIKE THREATENED.

Another Effort May Be Made to Tie Up Portland Lines.

PORTLAND, Jan. 17.—An undercurrent of feeling among certain employees of the Portland Railway, Light & Power Company indicates that an effort may be made by those belonging to the union and those favorable to its contentions to tie up the system Saturday evening, on the occasion of the parade of organized labor, to be held under the direction of the Portland Federated Trades Council.

Organizer Burton, of the Street Car Men's Union, refused to discuss the possibility of a sympathetic movement, though members of the union do not deny they are aware there are men in the service who will probably choose Saturday night as the time for leaving the company so their absence will be the most effective. When asked what procedure would be followed in getting the men off the cars, as to time and place, one of the strikers replied:

"Well, you don't think we'd do it down town, where they could get other men to run the cars, do you?"

COULDN'T REACH ASTORIA.

Steamer Columbia Caught in Ice up the River.

PORTLAND, Jan. 17.—The Portland and San Francisco Company's steamer Columbia which left here last night for San Francisco, with fifty passengers and eighteen hundred tons of general cargo, is stuck in the ice at Warrior Point, a point in the Columbia river two miles east of St. Helen's. Her passengers are marooned on the vessel, communication with the shore being impossible, and it may be several days before the craft can be moved and the passengers relieved from their uncomfortable imprisonment. The channel is narrow at Warrior Point and ice from the upper river has gorged until the channel is filled with great hummocks of ice. It is called to mind as a freak of fortune, that the Columbia, which kept the channel open from Portland to the sea during the last freeze up in 1888, should be the only steel craft tied up during the present freeze.

UNDER MARTIAL LAW

Troops Guard Devastated Kingston from Lawless Thieves.

RESCUE WORK ALREADY BEGUN

Estimates of Dead Run From a Hundred to a Thousand, With Thousands Injured. But Impossible to Verify Information.

NEW YORK, Jan. 17.—Reports of the damage done in Kingston, Jamaica, by earthquake and fire and as to the loss of life and the number of injured were still of conflicting character today. This is probably due to the confusion in the stricken city, such as always ensues after a great disaster. Newspapermen and others who have arrived at the telegraph station connecting with Holland Bay, all have different versions of the catastrophe and the loss of life. The statements as to the latter must necessarily be largely conjectural until a search of the ruins has been made and this must take some days.

Estimates of the number of dead vary from 100 to 1,000 while the number of injured may run into several thousand. The report from St. Thomas that 90,000 were injured, is on its face, an exaggeration as the population of Kingston did not greatly exceed sixty thousand. According to latest advices the city was not destroyed, but nearly every building in the place sustained some damage. Practically the entire business section however, was ruined by the quakes or by fire.

When the first great shock came Monday afternoon, many buildings all over the town collapsed, burying hundreds of persons in the debris. Of these many were killed, but the greater part were injured and most of them were rescued. The shock was followed by lighter tremors and then fire started in the ruins along the waterfront. The flames spread rapidly as the water pipes had been broken and there was nothing with which to fight the flames. A strong wind was blowing and this helped to spread the flames. The fire raged until an early hour Tuesday when luckily the wind changed and the fire, having nothing further to feed on, burned itself out. All the buildings along Duke, Port Royal, King and East Streets were wiped out by the flames. The advices received here indicate that order was soon restored in the city so that the work of rescue could be begun. The two regiments of soldiers stationed in the city were called on to do police duty and they seem to have performed this duty well. The banks and other places where valuables are stored, were quickly guarded. There have been some reports of looting, but late advices say this was confined chiefly to petty thieving and even this was speedily suppressed.

The rescue work was undertaken under the direction of the military and the municipal authorities. The general hospital which was not seriously damaged was soon filled with hundreds of the injured, as were several temporary hospitals. When those places were filled, others injured were taken out to boats in the harbor.

A camp for refugees was located on the race track and there several thousand negroes are now sheltered. Thousands of others are homeless and are camping in the surrounding country. Hotels, banks, churches, and office buildings are, without exception, levelled in wreckage and ruins.

The treasury was damaged but is still standing. The city prison was destroyed, but none of the prisoners were injured and none escaped. The port Royal battery was wrecked and two artillerymen there were killed.

The people had a premonition of the coming disaster in the shape of a violent windstorm. Their fears were roused and many rushed from their homes.

This undoubtedly saved the lives of many people as they were still in the streets when the earthquake came. This is especially true of the whites and accounts for the small loss of life among them. The loss of life was largest in the poorer sections of the city, so that most of the victims are negroes.

Besides Sir James Ferguson, the most conspicuous white men killed were Captains Constantine and Young of the Royal Mail steamship service. Other whites killed include Major Hardeman, Dr. Gibbs Varley, Dr. Menciaer, Dr. Robertson and wife, Miss Lockett, B. Varley, J. W. M. Bailey,

and four members of a family named Livingstone, others are reported as missing, and are believed to be dead.

A great exodus to the hills is reported, as the people feared a recurrence of the tremors. Medical supplies are the chief need at present, and there is a dearth of doctors. Volunteer nurses are plentiful.

It is stated that there is no immediate danger of a serious food famine. Fruit is plentiful and surrounding towns have already begun to send in food.

The work of burying the dead was begun immediately, a necessary proceeding in a tropical climate. Many bodies have been buried without identification. Scores of bodies are still in the ruins and from a sanitary point of view this causes alarm. Efforts to recover the bodies are going on all the time.

While there is necessarily great confusion, the panic itself is over. The city is practically under martial law.

A late dispatch received here today states that 31 bodies have already been buried. It also reports the destruction of the insane asylum and says hundreds of lunatics escaped and are roaming at large.

Thousands of homeless people, this dispatch says, are sleeping in the streets and parks, their principal food being bananas. If rain should fall the suffering is sure to be great.

The damage outside of Kingston is reported as not being great. Trains are running to Litchfield, Port Antonio is reported little damaged and Spanish Town the same.

TO INCREASE POWER.

WASHINGTON, Jan. 17.—Congress will be asked by President Roosevelt to give the Interstate Commerce Commission increased powers for enabling that body to deal with such emergencies as the car shortage question. The commission has submitted to the President its preliminary report on the investigations made by some of its members in the Northwest in this matter, and it will submit recommendations soon. When these are ready, the President will prepare a special message to Congress, urging the necessary legislation. The President made this announcement today at a conference with Messrs. Knapp, Clements, Harland and Clarke of the Interstate Commerce Commission, and four members of the National Reciprocal Demurrage Convention, recently held at Chicago. They include among others, George H. Emerson, of Hoquiam, Washington.

The President took a deep interest in the appeal presented to him by the demurrage representatives, asking that the Interstate Commerce Commission's powers be amplified to include the car shortage question, and setting out the serious condition resulting from the present situation. The Interstate Commerce Commissioners unofficially say their recommendations to the President will include some form of reciprocal demurrage so that a carrier may be penalized for delay in moving as well as consignee for delay in unloading, and probably some suggestions for interchange of cars by the railroads to meet the extraordinary demands. One of the demurrage representatives told the President that because of a dispute between the railroads and consignees, 1,500 carloads of coal were held at Minneapolis and several hundred at Chicago. The President directed the Interstate Commerce Commission to investigate.

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Has been hunting around for a year or more to find a line of

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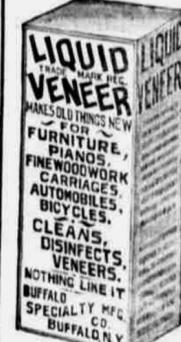
as good or better than the kind he sold here twenty years ago (some of these are beginning to wear out). He thinks he has found the line. He will show them to you if you will call at the store of

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Liquid Veneer will improve even the most beautiful furniture. It will take that smoky look from the Piano and other Mahogany, and is highly beneficial to Golden Oak, White Enamel, Gilt, Silver and other finishes.

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