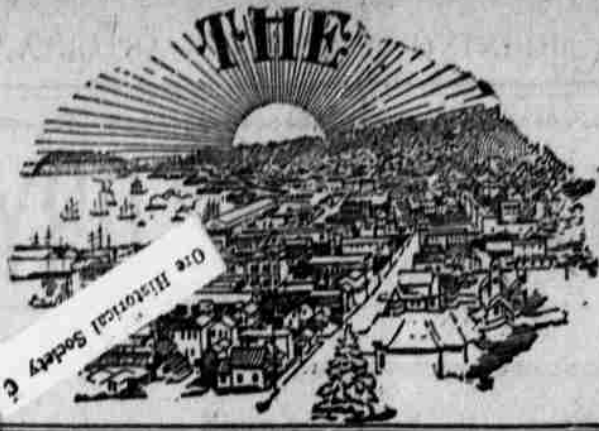


Morning

PUBLISHES FULL ASSOCIATED PRESS REPORT



Astorian.

COVERS THE MORNING FIELD ON THE LOWER COLUMBIA

NO. 197. VOLUME LXIII.

ASTORIA, OREGON, SUNDAY, AUGUST 25, 1907.

PRICE FIVE CENTS

INDEPENDENT LINE DELAYED BY SUITS

Firmly Denies Backing Except by Private Capital.

TO OPEN UP THE COUNTY

Contracts to Carry Pulp Company's Output For Ten Years and Will Make Astoria Logging and Shipping Center Ahead of Portland.

William Reid, secretary of the Portland, Oregon & Seacoast Railroad, arrived in Astoria yesterday and returned to Portland this morning after visiting Judge Bowlby, counsel for the railroad, regarding the condemnation suits filed in the circuit court against landowners in the county for right-of-way. When interviewed last night Mr. Reid asserted that the road would be built, at least work would be commenced upon it, just as soon as a decision had been rendered in the suits, the property owners backing the railroads being the sole setback to the construction.

Five suits were filed early in the week and three more were filed yesterday, making eight in all. Only one more suit will be filed as the right of way over 103 miles of the road is all smooth sailing. About 17 miles of the road is being fought by individual land owners, who, disregarding the fact that this road will open up the richest valley in Oregon and make railroad connection with transcontinental lines for Astoria by way of Portland, are protesting the right of way for individual benefits, which are prohibited by the laws of the state.

Mr. Reid states that the railroad has plenty of money behind it and the largest part of the bonds are held in London, the building of the line being backed by California capitalists. He scouts the report that the road is being built by either the Hill or Harriman interests and declares that it is absolutely independent of all other means except its own. He said that the big roads had offered to buy the road, but he and his colleagues have no intention of accepting any offers, either at present or hereafter.

"Where would be the benefit of the road to Astoria or to the people along the line if it were into the hands of the Southern Pacific or the Northern Pacific," said Mr. Reid. "It would mean that freight would be hauled over the one road to distant points at rates in excess of those which will be charged by the P. O. & S. R. R. What we want is a line that will have access to East Portland and ship its freight over any transcontinental line that it desires."

"There is not even a remote possibility of the new road being taken over by any of the big railroads. We have all the money necessary for the completion of the line, and work will be commenced upon it just as soon as the suits in the circuit court have been settled. Work on the construction would have already commenced and been well on the way except for these suits, and I fail to see why property owners in Clatsop county are not more alive to their own good by having the road go through as rapidly as possible, rather than try to stop its progress."

"This road is the only means for opening up the richest fruit section in the state—that in the Nehalem Valley. The fruit grown in that section is beyond the conception of anybody who has not seen it. The timber along the line of the road will take the next thirty or forty years to handle. There are billions of feet of the finest wood product in the west and the railroad has already made arrangements for ten years to ship the output of the Willamette Paper & Pulp Company to the mouth of the Lewis and Clark River, where it will be put into rafts and taken to Portland."

"This new road will be the means of supplying Astoria with logs enough for mills in this city for years to come. It will result in ocean ships securing their lumber at this port instead of going up the river for it. Portland manufactures the lumber, and of course the product of the factories is turned out there and will demand shipping. But, with factories in Astoria there will be no need for ships to pass Astoria for cargoes. They will get all they want at this

point and Astoria will be the seaport that it should be.

"The clearing off of the timber through the county will leave one of the richest sections in the world open for settlement. Settlement can best be attained by having railroad facilities and the Portland, Oregon & Seacoast Railroad will furnish transportation for the 120 miles of undeveloped country between Astoria and Portland where transcontinental lines will carry the product of the orchards and farms to all parts of the United States.

"The same products will supply Astoria and the towns of Clatsop county. The seaport here will make a big foreign market for the product and the railroad cannot do otherwise than open up the richest section of the state to the public, a result which I believe the citizens consider very desirable.

"What is needed in Astoria is more co-operation on the part of the people. It seems to me that there are too many people or factions pulling against each other to the detriment of the city's growth. A great deal of growth and development could be immediately attained if the citizens would co-operate for the upbuilding of the city and surrounding section."

Mr. Reid was in an enthusiastic mood over the plans for the railroad. He stated that the old Reid survey from Clatsop City would be used as far as Oswego. The original plan was to have the road go to Hillsboro, but since the Southern Pacific is going to build a bridge across the Willamette at Oswego, Mr. Reid's survey calls for the line to enter Portland on the east side, by way of the Oswego bridge. He has secured the state's rights to use the bridge, so that there will be no competitive charges on freight over his line for using the bridge.

At any stage the road will be an independent line from Astoria to the transcontinental lines running out of Portland to all parts of the United States. It is in reality a second railroad connecting Astoria and the northwest peninsula of Oregon with the outside world. It will open up a rich section which is standing idle for the needs of just such a railroad. Work on the new line will be rushed as soon as possible, and there

(Continued on Page 8.)

ARE STILL FEARLESS

Moroccans Put up Bold Front to Foreigners.

FRENCH AMBUSH KILLS MANY

Natives Are Fearless and Make War in Reckless Manner—Sultan's Brother is in Power and is Going to Casa Blanca.

CASA BLANCA, August 24.—Absolute fearlessness continues to characterize the attacks by natives upon the French forces. Yesterday many bands made isolated and reckless attacks. The French ambushed 100 who were stealing toward the city along the beach. Many were killed and the others fled.

SAN SEBASTIAN, August 24.—Government advisers from the Spanish consuls in Morocco say the Mad Mula is marching on to Casa Blanca. Alfonso and Victoria returned here today from France.

TANGIER, August 24.—A courier from Morocco City affirms the reports that the Sultan's brother was proclaimed Sultan on August 16 and has assumed throne. The new Sultan declares his intention of appointing another brother Calif of Fez and then proceed to take command of the Moorish forces that command Casa Blanca.

CADIZ, August 24.—Letters from the members of the Spanish force in Morocco assert that army officers at Casa Blanca are studying the situation.

MADRID, August 24.—Dispatches from Tangier say that British warships along the Moroccan coast lowered small boats and machine guns with marines which approached close to the shore.

TORPEDO FLOTILLA COMING.

WASHINGTON, August 24.—The torpedo flotilla which will go to the Pacific Coast in December consists of eight vessels: Hull, Truxon, Whipple, Hopkins, Worden, Stewart, Lawrence and McDonough. Whether all will be fit for the voyage is doubtful.

NAVAL DRYDOCK FOR ASTORIA

Government Has Practically Decided to Build.

BREMERTON IS TOO EXPENSIVE

Proposed Dock Would Be For Warships and Would Not Interfere With Port of Portland Dock—Argued That This Location is Best on the Coast.

PORTLAND, August 24.—Representations have been made to members of the Port of Portland Commission that the Navy Department has the matter of building a large drydock at the mouth of the Columbia River under serious consideration. Agents of the Western Coopers Company declare there is little doubt a government drydock will soon be built in Young's Bay, below Astoria.

Though the local United States Engineers say they know nothing about the Navy Department having any such intention, there appears to be much foundation for the story. Watson Eastman, president of the Western Coopers Company, gave it circulation, and it is said he secured the information from excellent authority. Mr. Eastman left for New York the early part of the week and will be absent two or three months. Before leaving he stated that the government drydock at Bremerton, Puget Sound, is in need of extensive repairs. Rather than go to the expense of rebuilding the structure, the report is, that the department has practically decided to erect a new drydock at the mouth of the Columbia and do away with the one at Bremerton. That it would be a more central location is the argument advanced in favor of the change of sites.

Should this proposition be carried out members of the Port of Portland say it would have no effect on the volume of business done at the St. Johns drydock unless it might possibly increase its earnings. It is explained that the government drydock would be used for no other purpose than to float warships. On the other hand, it is pointed out that it would undoubtedly be the means of hastening the deepening of the ship channel across the Columbia River bar, which would result in more commercial vessels coming to Portland. That being the case, it is said the Port of Portland drydock would be kept in steadier operation than at present.

The Western Coopers Company has not abandoned the hope of gaining possession of the small strip of land which it seeks from the port. A new proposal to submit to the board is being drawn up by the attorney of the company. The coopers people prefer to buy the land outright, but if this cannot be done it is claimed a long-time lease, almost equivalent to a purchase, will be sought.

Should the proposal meet with approval, work of building the largest coopersage plant in the world will be started. At least, that is the declared intention of the company's representatives.

GIRLS DEMAND SCHOOL.

Object To Attendance In Afternoon At High School.

SAN FRANCISCO, Aug. 24.—Students of the Girls' High schools and those of Lowell have arrayed themselves on the sides of a controversy that bids fair to enliven the dull routine of studies. The battleground thus far has been the rooms of the Board of Education, and in the preliminary skirmish which took place just before the opening of the fall term the girls are said to have come off victorious.

Since the opening of the schools, following the earthquake, students of the Girls' High School have been attending Lowell alternately with students of the latter. The morning session was given over to the boys and the afternoon period to the girls. This plan of education has been carried along a year, much to the chagrin of the girls, who considered that they were given the worst of the deal.

Preparatory to the opening of the schools this term a meeting of the Associated Students of the Girls' High School was called and many unkind things were voiced against the Board of Education. A committee was appointed to lay their grievance before the board, and the meeting was held on July 29. The young women presented their side of the controversy and recited many instances where the Girls' High School is losing prestige as a result of being compelled to attend the afternoon session.

School enthusiasm has become dormant, they claimed. The enrollment of students has decreased alarmingly, and the classes have become smaller. On the other hand, Lowell has profited by the morning session and shows increased attendance. All these facts were brought forcibly to the attention of the board, but the directors remained obdurate. When the proposition of a temporary schoolhouse was broached, the board declared the Supervisors would not allow the necessary funds. The girls left determined to stand by their cause and the war of words goes merrily on. In the meantime, however, the Lowell students continue to occupy the golden hours of forenoon while the girls have to be contented with the afternoon session and crowded cars.

TAFT SURPRISES LEADERS.

Makes Speech Advocating Rejection of Oklahoma Constitution.

OKLAHOMA CITY, August 24.—Secretary Taft made a speech tonight in the convention hall to 10,000 people and advised the citizens of Oklahoma and Indian Territory to reject the constitution recently adopted by the convention at Guthrie. He declared the next congress would pass a new enabling act. Taft emphasized that he was not representing Roosevelt, that the views expressed were his own and in no sense inspired by the President. The vigor of his remarks against the constitution surprised the party leaders. He discussed national issues along the lines of his Ohio speech.

POWDER MILL EXPLOSION

Powder Works at Sobrante Moulding Wreck.

TWO KILLED AND 10 INJURED

Bodies Are Subject to Such Shock That No Inquest Can Be Held—Acid Added Horror to Situation—No Cause Known—Standard Oil Tank Ripped Open.

BERKELEY, August 24.—The nitro glycerine mixing house of the Giant Powder Works at Sobrante, 12 miles north of here, blew up at 11 o'clock this morning and sent two men to death and injured some 10 others.

Immediately after the explosion the acid tanks caught fire and the flames spread to the nitro glycerine mixing house where three tons of nitro glycerine in great vats blew up with terrific detonation, scattering flames and debris in all directions.

So terrific was the force of explosion that two men were blown to atoms and not a vestige of their remains found over which to hold an inquest. Three buildings were laid in ruins and all that remains is a pile of twisted iron and debris.

Thousands of gallons of acid in the lead tanks in the roaring flames only added to the catastrophe. The property loss will reach \$50,000.

The concussion was so terrible that every window in the vicinity and in San Pablo, a mile away, was shattered and persons were thrown down by the force of the explosion.

One of the big tanks of the Standard Oil Company, a mile away, was ripped open and thousands of gallons of oil flowed into the road.

The Giant Company is an independent concern and not owned by the Powder Trust. No definite cause of the explosion is known.

KELLY NO PROFESSIONAL.

Manager Mount of the University of Oregon Football Team Makes Denial.

SILVERTON, Or., August 24.—Guy Mount, manager of last season's football team at the State University, makes an emphatic denial of the charge that Dan J. Kelly received a portion of the receipts of the Multnomah-Oregon game last Thanksgiving day.

"There is not a word of truth in the charge," said Mr. Mount. "Oregon's share of the receipts of the big game amounted to \$1833.75. I took the club's check for the full amount and credited the game with that amount on my season's report. This report is now on file at Eugene and can be seen by anybody who wishes to examine it. Every expenditure is accounted for by voucher, and no funds were misappropriated. I invite the most searching investigation of my record as manager. There is no truth in the statement that I juggled the funds of the team and paid Kelly for his services as an athlete."

"Granting for the sake of the argument, that I did 'knock down' \$100 or so, where is the proof that Kelly received the money? There is nothing to this business but hot air, and I defy any man to prove crooked work on my part or on the part of anybody connected with the Oregon team."

WELLMAN ABOUT TO LEAVE.

PARIS, August 24.—A dispatch has been received here from Tromsø, Norway, which says it is reported that Walter Wellman, of the Chicago, Record-Herald Polar expedition, is about to leave Spitzbergen in his attempt to reach the North Pole by means of a balloon. The Wellman balloon was successfully inflated early in August and a trial trip with which Mr. Wellman was well satisfied was made about a week ago.

AMZI SMITH DEAD.

WASHINGTON, August 24.—Amzi Smith, aged 64, for many years in charge of the document room of the senate died tonight of typhoid fever. He had a remarkable memory for faces, facts, and the location of thousands of documents.

CORTELYOU PROVIDES MONEY.

Government Funds to be Put in Bank to Tide Over Crop Movement.

NEW YORK, August 24.—Secretary Cortelyou announces that, beginning next week, he will place each week in New York, Boston and such other cities as he sees fit, deposits of government funds in sufficient quantity to prevent money stringency or possibly panic during the crop-moving period.

Mr. Cortelyou plans to prevent a panic rather than come to the relief of the market, when the market is actually in trouble. The period of Government relief will extend over at least five weeks.

For these deposits the law allows Mr. Cortelyou to use all customs funds and, if these are insufficient, he will augment them from the treasury balance. The Secretary hopes to prevent speculators from taking advantage of the situation by not announcing in advance the amounts to be deposited. He believes this plan will do more to prevent a gold movement to Europe.

CATCHES BOY ROBBING HOUSE.

BROOKLYN, August 24.—Henry Simpson, 17 years old, of 5404 Fifth avenue, was held in \$2000 bail for examination by Magistrate Geismar in the Fifth avenue court today on a charge of larceny. He was arrested last night by Patrolman W. P. Holland, of the Adams street station, in an unoccupied house at 455 Fifty-fifth street. Holland said he discovered Simpson and another boy, who got away, in the act of cutting out lead pipe in the house. Holland lives next door and was attracted to the scene by the noise made by the alleged thieves.

ONLY INCREASE SCOUTS.

WASHINGTON, August 24.—The inquiry at the war department on the report from Japan that the authorities plan to increase troops in the Philippines by an addition of 13 regiments of natives, shows the story originated in the recommendation of General Miles' department in Visayas that the scout force be increased by 50 companies.

The recommendation was due to a desire to reduce expenses, the natives costing less than American soldiers.

TO INSPECT VESSELS

Entering This Port From San Francisco.

IN ADDITION TO FUMIGATING

Dr. Holt Issues Orders That Vessels from Frisco Are to be Treated as Foreign Vessels as Long as Bubonic Plague Epidemic is in Existence.

Dr. John M. Holt, of the Public Health and Marine Hospital Service of the United States, has begun his campaign against the bubonic plague carriers, the rats, and last night appointed Dr. Mohn to go to Portland and superintend the fumigating of the Costa Rica, which left up yesterday afternoon.

But in the orders from Washington Surgeon-General Wyman goes even farther than Dr. Holt first anticipated. All ships coming from San Francisco will have to go into quarantine the same as a foreign vessel. Every ship from the Bay City will have to be inspected by Dr. Holt before allowed to proceed to the harbor. Then the vessels will be subject to fumigation, after being breasted out from the dock six feet.

In the orders which arrived yesterday afternoon from Washington Dr. Holt's plan as submitted in his annual report and as outlined in his communication with Washington on August 20 was heartily endorsed by Surgeon-General Wyman. The Washington official told him to go ahead with his plan and work out his own ideas and that the ones which had been submitted were entirely satisfactory and complete. The only addition was the order concerning the San Francisco ships which will all be treated as foreign and subject to inspection in addition to the fumigation.

Dr. Holt has actively taken up the matter and has instructed the quarantine officers at the three sub-stations, Coos Bay, Yaquina Bay, and the station at Umpqua and Siuslaw Rivers. These officers are instructed by Dr. Holt to

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The Farmer—As long as we two travel this road together, I guess we won't complain of hard times.