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ASTORIA, OREGON, SUNDAY, OCTOBER 6, 1907

PRICE CENTS FIVE

VITAL MEASURES SET FOR MONDAY

Chamber of Commerce to Ask Half a Million for New Federal Building.

RAILROAD BUILDING COMING

Robert Valentine, Who is to Build the Portland-Oregon & Seacoast Railway Company Will Answer Numerous Questions—Reid to Come on Tuesday.

The regular meeting of the Chamber of Commerce will be held tomorrow night. The matters to be considered are of considerably more than ordinary importance. The officers of the Portland-Oregon & Seacoast Railway Company have accepted the proposition of the executive committee of the Chamber of Commerce concerning the right-of-way for this railroad between Clatsop Station and the Nehalem River.

Mr. Robert Valentine, the president and superintendent of the construction company which is to build this railroad, will be present and answer all questions that the members of the Chamber of Commerce may desire to ask him.

A special invitation is given to all of the land owners over whose holdings this railroad will extend, to be present at the meeting night, and discuss the railroad proposition in full. The consensus of opinion of the members of the Chamber of Commerce is that so simple a thing as a right-of-way shall not be allowed to stand between Astoria and another railroad, especially a railroad up in the Nehalem Valley, because such a railroad would be of more advantage to Astoria than the same amount of money expended in any other enterprise.

Mr. William Reid has promised to be in the city on Tuesday next, and the executive committee of the Chamber of Commerce will go over all of the details of his proposed railroad proposition. Everything that the executive committee will do will be based upon the assumption that the railroad will be completed and operated. Therefore it is especially desirable that the land owners interested in this right-of-way should be present on Monday night. At any rate the matter will be fully considered, as Mr. Reid states that he will begin construction work at once if he is given the right-of-way. The Chamber of Commerce will exert itself to give him this opportunity.

President Welch will offer the following resolution at Monday night's meeting:

"Whereas it is the sense of this Chamber of Commerce that the Astoria post-office and custom-house are now too small for the rapidly increasing business of this growing city, therefore be it

"Resolved that an appeal be made to the next congress through our representatives for an appropriation of \$500,000 to build a larger postoffice and custom-house building, one adequate to the growing business and importance of this port."

NOT ENOUGH ARTILLERY MEN.

General Murray Reports That Enlistments Are Too Few.

WASHINGTON, Oct. 5.—In the annual report of Brigadier-General Arthur Murray, chief of artillery of the army, stress is laid on the shortage of enlisted men in the coast artillery corps. The maximum number of enlisted men now authorized for the gun defenses of the country is 14,351, and this is 4080 short of one-half of one complete manning detail for the guns already mounted. The remaining half of one complete detail required to place the coast defenses of all harbors in the United States on a war footing can be obtained, General Murray says, if each coast state can be induced to organize

a corps of militia coast artillery having the same organization as the regular coast artillery.

General Murray also recommends the creation of a coast defense department and the assignment of general officers appointed from the coast artillery to the command of such departments.

AUSTRIAN RULER ILL.

He Is Confined to His Apartments in Schoenbrunn Castle.

VIENNA, Oct. 5.—Emperor Francis Joseph is confined to his apartments at Schoenbrunn Castle suffering from an attack of bronchial catarrh. He is able to attend to business and the physicians in attendance declare that his condition is not dangerous, but that the patient needs a good rest.

MAHAN UNDER THE KNIFE.

NEW YORK, Oct. 5.—Rear-Admiral A. T. Mahan, the well-known authority on naval affairs, it became known today, recently underwent a surgical operation at a sanitarium in this city. The operation was entirely successful and Admiral Mahan is said to be recovering rapidly.

HARRIMAN IS ACTIVE

Fighting Gould Entry into Southern Oregon.

SENDS THREE SURVEY PARTIES

Shows Great Enterprise in Dog-in-the-Manger Role—Grabbing All Routes so as to Block Out Gould and Moffatt Lines.

PORTLAND, Oct. 5.—Three surveying parties of the Harriman system have recently been rushed into Southeastern Oregon, these being in addition to three Union Pacific parties at work between Natron and Walkers range in the Cascade country, and another working between Klamath Falls and Lake View.

Surveying parties from both Union Pacific and Denver and Rio Grande lines are being poured into Northwestern Colorado, locating routes parallel to that of the Moffatt road, which is building through that country into Eastern Utah. The Harriman system proposes to put up a stubborn fight against both the Gould line and the Moffatt road securing entrance into Oregon, by appropriating all the available routes.

TEACHERS OUT ON STRIKE.

Board Makes Small Tax Levy and is Unable to Pay But \$25 a Month.

SYRACUSE, Ohio, Oct. 5.—The public school teachers employed here are out on a strike. The law requires that teachers shall be paid not less than \$40 a month, but the board of education of Syracuse, having made a maximum levy of 12 mills, finds itself unable to pay more than \$25. The teachers demand the legal scale.

HELP FOR PRISONER.

NEW YORK, Oct. 5.—A fund of several thousand dollars has been raised for Bertha Claiche, who is serving a two years' term in the Bradford reformatory for killing Emil Gorgon, her former sweetheart, who she declared had enslaved her in this city. The money is to be used in fixing up a little dressmaking establishment for the young woman. She will be free in a few weeks.

SUING GRAFTER.

TOPEKA, Oct. 5.—This city today brought suit against James F. McCabe, former city engineer, for \$15,851, charging him with grafting in connection with sewer construction work. Shortly after McCabe's last appointment as engineer he was accused of crooked work, suspended and finally dismissed.

ELOPERS SOUGHT ON THE OCEAN

Millionaire Father Tries Wireless to Locate His Missing Daughter.

ELOPES WITH ENGLISHMAN

Helen Maloney, Heiress, Being Refused Parents' Consent, Marries Foreigner and Starts for Europe—Anxious Father Seeks a Reconciliation.

NEW YORK, Oct. 5.—Every mite of the North Atlantic ocean as far as the wireless waves will reach, is being searched for traces of Samuel Clarkson, the young Englishman and his bride, who was Miss Helen Maloney, daughter of Martin Maloney, the millionaire oil man. The couple have not been heard of since they came here on a shopping tour from the summer home of the bride's parents at Spring Lake, N. J., two days ago.

Instead of returning home, the young woman sent a message informing her parents that she had secretly married the man she loved and that when the message reached Spring Lake, they would be on the water. Instantly a search for the young woman, who is said to be one of the richest heiresses in the world, was begun by wireless messages which have been sent to all the outgoing steamers. Cable messages have been sent to London and telegrams have been dispatched to all points in America, where it is thought the young couple may have gone.

The father and mother believe the elopers have sailed for Europe. The father of the missing girl stated today that while he was opposed to their marriage at first, he is satisfied now. It is said the young couple were well equipped for the European trip and it is supposed they planned to travel while awaiting the parents' action.

DISSATISFIED AT DREDGING.

TACOMA, Oct. 4.—The people of Kalama are making vigorous objection to the manner in which the governments engineers are dredging the channels of the Columbia river opposite that place. The river has two channels, one close to the Oregon side, and the other running down the Washington bank at that point. The channel on the Washington side was dredged to the satisfaction of the Kalama people, but when it came to dredging the channel on the Oregon side, the silt was dumped into the river,

the Kalama people claim, above Kalama and at a point where it fills the newly dredged channel on the Washington side.

A communication protesting against the manner in which the work is being done has been sent to the members of the Washington congressional delegation.

APPOINTED AGENTS FOR MILLS.

NORTH ADAMS, Mass., Oct. 5.—A. B. Paton, of Ware, who was in this city not long ago looking into the possibilities of buying an interest in the Mayflower Mills, has been appointed agent of the Sawyer mills of the American Woolen Co. at Dover, N. H. He started the woolen departments of these mills 19 years ago and then went to Ware where for 15 years he was superintendent of the mills in that place and Gilbertville of the George H. Gilbert Manufacturing Co.

TO HAVE BLEACHING PLANT.

HAZELTON, Pa., Oct. 5.—The new bleaching mill which is being installed in the Kelly planing mill building on South Pine street, will begin operations shortly. A. J. Kommer, the proprietor, is busily engaged installing the machinery. The bleaching mill will give employment to about eight men, and this force will gradually be increased as the business of the institution warrants.

DIES AFTER DRINKING.

EVERETT, Oct. 5.—August J. Wickstrom, a fisherman, working off Hat Island, died Sunday morning under peculiar circumstances and was brought to the city today for interment.

It is stated that Wickstrom and his companions had been drinking somewhat excessively and upon retiring for the night all seemed well. When they awoke yesterday morning, Wickstrom was dead.

The body is in charge of undertaker Jerrard who is making an effort to locate the relatives of the deceased.

FOREST SCANDAL GROWING

Authorities at San Juan Allege Stealings May Reach \$100,000.

San Juan, Porto Rico, Sept. 29.—The federal authorities have made wholesale arrests of persons accused of cutting and selling timber from the national forest reservation. The amount involved is not known, but it is upward of \$100,000.

The hearing before the commissioners who are investigating the matter, indicates that many people are implicated and there are apprehensions of more discoveries of frauds and further arrests.

SUES TO KEEP TRADEMARKS.

SHANGHAI, Oct. 5.—The British-American Tobacco Co. is suing Chinese cigarette makers for infringement of trademarks.

It has come out in the evidence that the combine made exclusive arrangements with dealers.

BUILDING FALLS UNDER BIG RALLY

One Hundred and Fifty Republicans Shot Into Cellar of Club.

FIRE STARTS AND INJURES

Two Sets of Candidates Nominated by Democrats at Same Time and in One Hall Causes Uproar in a Springfield Convention.

WATERBURY, Conn., Oct. 5.—During the Republican rally in the North End Athletic Club room today the floor collapsed, precipitating 150 men into the cellar of the building. By the explosion of a lamp the building was set on fire and the crowd of men struggled in the flames and debris almost helplessly. It is feared several were fatally injured. The fire was extinguished within an hour when the men were rescued from the cellar it was found that one, Harry Dean, a well known Republican worker, was perhaps fatally injured. Among those injured were John E. Sewell, Republican candidate for Mayor, who had just concluded speaking, when the building collapsed, and Senator Irving P. Chase, one of the prominent men in the city.

SPRINGFIELD, Mass., Oct. 5.—Two turbulent conventions were in session here today at the same time in the same hall, each nominating a set of candidates for state officers, presented a situation unknown in democratic politics in this state. The trouble was over a question of credentials, the Whitney men claiming the state committee had refused to recognize the delegates elected at the primaries.

The storm broke out when the chairman of the state committee, who called the convention to order, declared Bartlett a man of choice for temporary chairman. Amid great confusion each crowd nominated a full state ticket and adopted a platform. After the convention, Thayer announced he would not accept the nomination for lieutenant-governor on the Bartlett ticket.

MRS. DOLPH PASSES AWAY.

Dies in Paris From Pneumonia After Short Illness.

PORTLAND, Oct. 5.—Mrs. Augusta Mulkey Dolph, widow of the late United States Senator J. N. Dolph, died in Paris, France, last midnight. Death was due to pneumonia, with which she had been suffering only a few days. The body will be brought to Portland for interment.

Mrs. Dolph left Portland for Paris last April, and intended to pass the winter with her daughter, Mrs. Lewis Walter Thornton, in that city. She had been enjoying her usual health until a few days ago. The news of her death was a shock to her relatives in Portland.

Mrs. Dolph, whose maiden name was Mulkey, came to Oregon with her parents in 1848, from Illinois, when she was a child. She was married to J. N. Dolph, in Benton county, in 1866. Shortly after her marriage she removed to Portland with her husband, who was afterward elected to the United States Senate from Oregon. Senator Dolph died in this city in March, 1897.

It was Mrs. Dolph's intention to return to Portland in the spring, as she always considered it her home. Since the death of her husband she had not occupied the family residence at Fifth and Jefferson streets, but had taken up quarters at the Hotel Portland.

FIRST TRAINS OCTOBER 10.

PORTLAND, Oct. 5.—The first trains over the Portland & Seattle railway will be run for a distance of eighty miles west of Kennebec on October 10. By that date the rest of the section of the road will have been completed and

turned over to the operating department. By October 15 it is expected to have trains running into Lyle, Wash.

Splendid progress has been made on the North Bank road ever since it was started, but the work has been particularly rapid during the last few months. Track-laying is now going on in good shape. In addition to gangs working west from Kennebec putting down track, other outfits are operating east from Vancouver and are making good time. The two ends of the track will be brought together, making it possible to run trains from Pasco to Vancouver by November 30.

CABLES FARLEY FOR MEN.

Seek to End Cuban Carmen's Strike by Importation of Non-Union Labor.

HAVANA, Oct. 5.—James Farley will ship tomorrow fifty strike-breakers for service on the United Railroads. The manager, not knowing Farley's address, cabled to "John Farley, expert strike-breaker, New York."

The reply came immediately, promising the immediate shipment of the men required. The contract labor law exists here in a modified form, and it is unlikely that the men will be excluded.

ON COOS RAILROADS

Claim to Have Five Trans-Continental Coming.

CLARK ROAD IS AMONG THEM

Idaho and Eastern Oregon Filled With Secret Surveying Parties—Railroad Truce Between Hill and Harriman Has Been Abandoned.

MARSHFIELD, Oct. 5.—The committee representing Coos Bay, which called on Senator W. A. Clark, of Montana, with regard to the extension of his road into Coos Bay, were assured by that gentleman that as soon as the Los Angeles extension was completed the matter of such construction would be taken up seriously. It has come to notice here that several representatives of the Clark interests have visited the Bay recently and that they have not only been well pleased with its showing of large resources and great harbor facilities, but have already reported back to their superiors in so favorable a light that they are actively moving with the purpose of bringing the Clark lines to tidewater at this point. That the plans of the Clark interests, as well as those of the Rock Island and Moffatt system, have been and are directed to the occupation of central Oregon, has been known for some time, and the activity of the northwestern, in proceeding with its extension beyond Lander, toward Boise, is accepted by all railroad men as being a revival of the great railroad conflict which was waged so hotly two years ago.

The entire country around Oregon and Northern California has been occupied by railroads and there remains only this large district to be entered and developed. The railroad truce, which is supposed to have been tacitly declared, between Harriman and Hill, has been, so it is stated on high authority, abandoned and the next year will see the Rock Island the Santa Fe, the Northwestern and Hill systems moving into Harriman's territory. This conclusion of the prominent railroad strategists has been further emphasized by the action of the corporations which, simultaneously with the commencement of the Northwestern extension west from Lander have put engineers and surveyors into central and southern Oregon, in great numbers, and with as much secrecy as possible. But the movements of the rival companies have been watched by one another with the most jealous scrutiny. Harriman is as alert in this respect as any and his visit to Southern Oregon while veiled under the guise of summer recreation, was in fact the survey which the general makes of the coming battlefield.



SAME OLD PICTURE—SAME OLD STORY. Now that the hunting season is on, reports of accidental shootings begin to come in.—News Item.