

The Daily Astorian.

EXCLUSIVE TELEGRAPHIC PRESS REPORT.

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ASTORIA, OREGON, TUESDAY MORNING, NOVEMBER 13, 1894.

PRICE, FIVE CENTS.

A Railroad to Astoria



Is what is interesting a great many who are looking this way for an investment. And it should be equally as interesting to you where to look for the best place to trade while buying your **Men's and Boys' Clothing, Furnishing Goods, Hats, Caps, Boots, Shoes, Trunks, Valises, etc.** and the fact that we are making for, and furnishing some of the best and leading trade is sufficient, that we are not surpassed either in excellency, or lowness in price.

The **OSGOOD MERCANTILE CO.**

The One Price Clothiers, Hatters and Furnishers
506 and 508 COMMERCIAL STREET, ASTORIA, OR.

You Can't Eat a Piano

Nor wear it—nor live in it. Consequently it is not really a necessity. But do we live just to eat, sleep and wear clothes? Music should brighten every home and the piano with its complement of sheet music should be placed within the reach of all. We have 3000 pieces of sheet music that we are selling at 10c a sheet. You have paid from 40c to 60c for the same.

GRiffin & REED.

\$2 FOR AN \$80 LOT!

BY BECOMING A MEMBER OF HILL'S LOT CLUBS YOU CAN GET A FIRST CLASS LOT IN HILL'S FIRST ADDITION TO ASTORIA. LOTS WILL BE DELIVERED WEEKLY. NOW IS THE TIME TO PROCURE A

Lot to Build a Home, for

The Packers of Choice

Columbia River Salmon

Their Brands and Locations.

NAME	LOCATION	BRAND	AGENTS	AT
Astoria Pk Co.	Astoria	Astoria Pk Co. (Kinney's)	M. J. Kinney	Astoria
Booth A. Pk Co.	Astoria	Black Diamond (Oval)	A. Booth & Sons	Chicago
Columbia River Pk Co.	Astoria	Cocktail	Cutting Pk Co.	San Francisco
Elmore Samuel	Astoria	Magnolia	Elmore, Sanborn & Co.	Astoria
George & Barker	Astoria	Endure Palm (Deadwood)	George & Barker	Astoria
J. G. Magler & Co.	Brookfield	Tag, St. George	J. G. Magler	Brookfield, W.
Fishermen's Pk Co.	Astoria	Fishermen's (Sealharbor)	Fishermen's Pk Co.	Astoria

Str. R. P. ELMORE



Will leave for Tillamook Every Four Days as Near as the weather will permit.

The steamer R. P. Elmore connects with Union Pacific steamers for Portland and through tickets are issued from Portland to Tillamook Bay points by the Union Pacific Company. Ship freight by Union Pacific Steamers.

ELMORE, SANBORN & CO., Agents, Astoria.
UNION PACIFIC R. R. CO., Agents, Portland.

THEY SCORE PULLMAN

The Strike Commission Make Their Report.

THE MANAGERS ASSOCIATION.

They are Characterized by the Commissioners as a Body Without Standing.

Associated Press.

Chicago, Nov. 12.—The United States government report on the great railway strike in connection with the Pullman strike, was made public today.

The report, which is signed by the federal labor commissioner, Carroll D. Wright and his fellow investigators, John D. Kernan, of New York, and Nicholas B. Worthington, of Illinois, is addressed to President Cleveland, and abounds in passages which will attract wide attention, particularly that portion referring to the now famous General Managers' Association, an organization of high railway officials that encompassed the memorable defeat of the American Railway Union.

The report says the capitalization of the twenty-four railroads directly represented in the General Managers' Association, was \$2,108,552,417. The number of employees, 221,997.

The commission continues, after this voluntarily unincorporated association was formed in 1888. In its constitution the object of the association is stated to be "The consideration of problems of management arising from the operation of railroads terminating or centering in Chicago." It further provides that "all funds to that end shall be raised by assessment divided equally among the members."

There are no limitations as to "consideration of problems or funds," except the will of the managers, and the resources of the railroad corporations. The commission questions whether any legal duty, statutory or otherwise, can be found to justify some of the features of the association which have come to light in this investigation. If we regard its practical workings rather than its professions, as expressed in its constitution, the General Managers' Association has no more standing in law than any other trust line pool. It cannot incorporate because railroad charters do not authorize the roads to form corporations or associations or to fix the rates for services and wages, nor to force their acceptance nor to battle with strikers. Its usurpation of power is not granted. If such association has necessarily from a business of economic standpoint, the right to form and maintain, it must come from the state that granted its charter. In theory, corporations are limited to powers granted either directly or by clear inference. We do not think the power has been granted in either way in these cases. The association is an illustration of a persistent and shrewdly disguised plan of corporations to overreach their limitations and to usurp indirectly the powers and rights not contemplated in their charters, and not obtainable from the people or their legislatures. An extension of this association as above suggested, and the proposed legalization of "pooling" would result in an assumption of power by capital dangerous to the people and their liberties as well as to their employ and rights. The question would then certainly arise as to which shall control, the government or the railroads, and the railroads would inevitably be government ownership, and unless ready for that result and all that it implies, the government must restrain corporations within the law, and prevent them from forming unlawful or dangerous combinations. At least, so long as railroads are thus permitted to combine to fix wages and for their joint protection, it would be rank injustice to deny the right of all labor upon railroads to unite for similar purposes.

Taking up the subject of the Pullman Palace Car Co., the report says: "This is a corporation organized in 1867 with a capital of \$1,000,000. It has grown until its present paid up capital is \$36,000,000. Its prosperity has enabled the company for over twenty years to pay two per cent quarterly dividends and in addition to lay up a surplus of nearly \$25,000,000 of undivided profits." Speaking of the town of Pullman, of which the report says the company is owner and landlord, the commission says: "The men at Pullman claim that the company during 1893 and 1894 set to pay through experts so that their forced loss of time, an average man could earn little more than the rest of his house, owned by the company. The company alleges that it simply re-adjusted the prices of piece work to suit the necessities of the times. During all of this reduction and its attendant suffering, none of the salaries of the officers, managers, or superintend-

ents were reduced. The reductions in these would not have been so severely felt, and would have shown good faith. If we exclude the aesthetic and sanitary features at Pullman, the rents there are from 20 to 25 per cent higher than rents in Chicago or surrounding towns. As to the great railroad strike proper, the report says:

"It is seriously questioned, and with much force, whether the courts have jurisdiction to enjoin the citizens from persuading each other in industrial or other matters of common interest. The policy, the report says, of both the Pullman Company and the railroad managers association in reference to applications to arbitrate, was closed doors to all attempts at conciliation and settlement of differences. The commission is impressed with the belief, by evidence and by attendant circumstances as disclosed, that a different policy would have prevented the loss of life and great loss of property and wages occasioned by the strike. The report declares the arrival of the troops at Chicago was opportune. The president ordered troops to Chicago, first, to protect federal property; second, to prevent obstruction in carrying of mail; third, to prevent interference with interstate commerce; fourth, to enforce the decrees and mandates of the federal court.

There is no evidence before the commission that the officers of the American Railway Union at any time participated in or advised intimidation, violence, or destruction of property. Many impartial observers are reaching the view that much of the real responsibility for the disorders rest with the people themselves, and the will of the government for inadequately controlling the monopolies and corporations. In conclusion, the report says:

"Since nations have grown to the wisdom of arranging disputes by conciliation, and of settling them by arbitration, why should not capital and labor, in their dependence upon each other, persist in cutting each other's throats as a settlement of the difference? The official reports show that much progress has been made in a more sane direction of conciliation and arbitration even in America. Abroad they are in advance of us in this policy. However men may differ about propriety and legality of labor unions, we have them with us to stay and grow more powerful. It is not wise to fully recognize them by laws, to fully admit their necessity as labor guides and protectors; to conserve their usefulness, increase their responsibility and prevent their follies and aggressions by conferring upon them privileges enjoyed by corporations with like proper restrictions and regulations. The growth of corporate power and wealth has been marvelous of the past 50 years. Corporations have undoubtedly benefited the country and brought its resources to our doors. It will not be surprising if the marvel of the next 50 years be the advancement of labor to a position of like power and responsibility.

The commission's recommendation of specific remedies are premature. The commission recommends that there be a United States strike commission of three members with duties and powers of investigation and recommendation as to disputes between railroads and their employees, similar to those invested in the interstate commerce commission as to rates, etc.

WASHINGTON'S CAPITOL

Having Trouble About Letting the Foundation Contract.

Olympia, Nov. 12.—The capitol commission today signed a contract with Moffatt Bros., Spokane, for the construction of the capitol foundation, at \$47,400. E. H. Goss, a Tacoma contractor, petitioned the superior court for an order restraining the commission from letting the contract, which the court denied. The matter will be taken to the supreme court for final decision. Goss was the lowest bidder after the bid of Lillis & Tucker was thrown out on the first call, and claims he should have the contract without re-advertising, and that Moffatt Bros. were not original bidders.

TO ENTERTAIN THE EDITORS.

Portland, Nov. 12.—Arrangements are being made to entertain the editors of Oregon and Washington on the opening day of the exposition. Work is progressing rapidly in getting it into shape. The great cyclorama of the battle of Lookout Mountain and Missionary ridge has been secured, also the Chinese Theatre Company that was at the World's Fair.

NUNS CAN TEACH.

Pittsburg, Pa., Nov. 12.—Justice Dean, of the supreme court, today handed down an opinion in the case of John Hysong et al. versus School District Galatinborough, on an appeal from Judge Barker, who refused the injunction to prevent nuns from teaching in the public schools dressed in the garb of their order. Justice Dean affirms Judge Barker's decision.

RIDDLED WITH BULLETS

Bandits Rob a Bank One of Them Being Killed.

WOULD ACT AS MEDIATOR.

The United States' Proposition Not Yet Accepted by Japan—Other Late News.

Associated Press.

Salina, Kan., Nov. 12.—Three masked robbers attempted to hold up the bank at Sylvan Grove, Kansas, 40 miles west of here at noon today, and one of their number met death in an unusually tragic manner. He was shot by the cashier of the bank, and when in a cowering condition, was perforated with bullets by his companions to save themselves from exposure. The men rode into town and stopped in front of the bank, and while one of their number held the horses, his two companions entered the bank. The cashier was ordered to turn over what money he had and to do it double quick. He reluctantly complied. The bandits again mounted and sped away with the cash. The cashier, John Clane, secured his gun and rushed to the door, and opened fire on the robbers as they galloped away, hitting one robber in the back. Before he had gone a quarter of a mile he fell heavily to the ground. His two comrades pulled up their horses and riding up to the prostrate man, deliberately fired several shots into his body and dashed away. When picked up the deserted outlaw was dead. The sheriffs of the three counties have organized a force and are in search of the bandits. The amount of booty secured has not yet been learned.

MISSOURI TRAIN HELD UP.

The Robbers Secure Only Two Hundred Dollars.

Monett, Mo., Nov. 12.—The St. Louis and San Francisco train, due here at 7:50 p. m., was held up and the express car robbed three miles east of this city at 7:30 this evening. At Verona, two masked men boarded the tender of the engine and concealed themselves until a heavy grade and deep cut were reached, when they sprang from their hiding place, covered the engineer and fireman with Winchester and commanded them to stop the train. The order was promptly obeyed. The bandits marched the engineer and fireman to the baggage car and commanded them to open the door. Messenger Chapman refused to comply, when the bandits, now six in number, threatened to blow up the car with dynamite. Engineer Stevezon called to the messenger and implored him to open the door, which he did. The bandits entered the car and plundered it, and in full view of the terrified passengers clambered up the hill and made their escape. It was a successfully planned hold-up which required 15 minutes. Messenger Chapman succeeded in hiding all the money save \$200 in currency, which he handed over to the robbers. The robbers are supposed to be the Cooks.

THE STEAMSHIP ST. LOUIS.

Launched Yesterday and Christened by Mrs. Grover Cleveland.

Philadelphia, Pa., Nov. 12.—Shortly after 12 o'clock the magnificent steamship St. Louis, of the American line, was successfully launched at Cramps' ship yards. This affair was witnessed by fully 50,000 people. Mrs. Cleveland, wife of the president, broke a bottle of American champagne on the bow of the noble ship as it glided down the ways, at the same time uttering the words, "I christen thee St. Louis."

A toast to President Cleveland was drunk with cheers, and he made a felicitous speech, alluding to the part he had taken in restoring American commerce and upholding the navy.

At the conclusion of the speech, President Cleveland said: "While we may well be proud because we have launched the largest and most powerful steamship ever built in the western hemisphere, and with two exceptions the largest and most powerful in the world, and while we may find reason for additional pride in the fact, notwithstanding the general economy un-

toward conditions not encouraging to such acts, this great vessel has been built on American plans by American mechanics and American material. Yet we must not forget that our greatest cause of congratulation is found in the hope and promise that these incidents furnish, of the revival and development of American commerce, and the renewed appearance of the American flag in foreign ports."

CAUGHT STEALING.

The United Press Caught in a Neat Trap.

New York, Nov. 12.—The New York press says: "For some time the Associated Press have been confident that the United Press was stealing their news. In order to prove the truth of the supposition, the following cablegram was sent out: 'Natives tributary to the state of Newouhr, in the province of Orissa, have revolted against their ruler, Silt El Otseptu.' Sure enough, the dispatch appeared in the United Press papers the next morning. Readily the bait had been taken. The United Press had appropriated its rival's 'news,' and that treacherous rascal, not content with his mission to point a moral and adorn a tale, placed together the letters of his mystic name in such a way that reading backward they recite the fact indisputable 'the U. P. stole this.'"

NOT YET ACCEPTED.

The United States' Offer to Mediate for China Not Understood by Japan.

Washington, Nov. 12.—Up to noon today the Japanese had not accepted the offer of the United States to act as mediator in the war between Japan and China. A cable from the Japanese authorities was received this morning asking for more explicit details. A lengthy answer was sent, giving not only the desired details, but adding features which it is believed will show the Japanese government the desirability of the arrangement. China has already formally notified Secretary Gresham she will join Japan in acknowledging the independence of Corea, and will also pay a cash indemnity. The amount she will pay was not specified.

AN ATTEMPTED MURDER.

Assassins Sandbag a Hop Raiser and Throw Him Into a Canal.

Albany, Or., Nov. 12.—News of an attempted murder at Lebanon has just been received here. Joseph Bush, raiser of that place, was from his hop ranch about 7 o'clock last night, and as he was crossing the bridge over the canal in the outskirts of town, unknown parties struck him over the head with a club or sandbag and robbed him of \$215 and threw the body into the canal. The cold water revived him and he managed to get out and was helped home. A posse scoured the vicinity until late at night but found no trace of the assassins.

FOR ANNEXATION.

Every Candidate at the Hawaiian Election Pledged that Way.

Honolulu, Nov. 3, via Victoria, B. C., Nov. 12.—The first election of the new republic was a failure from a political point of view. On this particular island, there was only one man who ran against the government ticket, and he was defeated. Every candidate was pledged to support nothing but annexation to the exclusion of everything else. The legislature will not meet before January 1st.

A CONVICT KILLED.

Walla Walla, Nov. 12.—This morning a convict named William Thompson met a violent death in the jute mill at the pen. Thompson was among the chaffing when his clothing caught on a rapidly revolving shaft. Before this machinery could be stopped he was whirled around several times. When taken down it was found that almost every bone in his body was crushed. He lived half an hour. Thompson was serving an eight-year sentence from Whitman county for horse stealing.

TWENTY THOUSAND A YEAR.

Omaha, Nov. 12.—A special to the Bee from Neligh, Neb., says: Barrett Scott, the defaulting treasurer of Holt county, who stole 100,000, was sentenced to the penitentiary today for five years.

Highest of all in Leavening Power.—Latest U. S. Gov't Report.

Royal Baking Powder
ABSOLUTELY PURE