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The Morning Astorian.

VOLUME LVI.

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Different Types

of men need different types of Dress.

You know how it is with yourself. Some look best in a double-breasted coat, and others show-off better in a single. One man may look real swell in a coat that fits him snugly in the back, and another fellow with the same coat would be geyed as a dude. It all depends upon the way you are built. Crouse & Brander, the well-known Manufacturing Tail-



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ROBBER IS SHOT NEAR PORTLAND

Attempt to Hold Up O. R. & N. Train Last Night Results in Death of One of Bandits.

Ball From Messenger's Rifle Pierces His Heart and Wounds Engineer.

HIGHWAYMEN GOT NO BOOTY

Dynamited Baggage Car Instead Express Car—Three Survivors Escape, but Posses Is in Pursuit.

Portland, Oregon, Sept. 24.—(Special)—The Atlantic express on the Oregon Railroad and Navigation line, which left here at 8:15 p. m., was held up by four masked men at 9:30 last night near Corbett station, 21 miles east of this city. One of the robbers was shot and killed by Express Messenger Fred Korner, and Engineer Olie Barrett was seriously wounded by the same bullet. After the shooting the robbers fled without securing any booty. Two of the highwaymen boarded the train at Troutdale, a station 18 miles east of here, and, after the train had got under way, they crawled over the tender and, covering the engineer and fireman with revolvers, told them to stop at mile post 21, which is near Corbett station. When the train slowed down two more men appeared. Two of the robbers compelled the engineer to get out of the cab and accompany them to the express car, while the others watched the fireman. The men carried several sticks of dynamite and when they came to the baggage car, thinking it was the express car, they threw a stick at the car door.

Express Messenger Korner heard the explosion, and immediately secured his rifle and opened fire. The bullet pierced the heart of one of the robbers and went through his body, entering the left breast of Engineer Barrett, who was just behind him. Barrett's wound is above the heart and is not necessarily fatal.

After the shooting the other three robbers fled without securing any booty, and it is supposed they took a boat which they had moored at the bank of the river. The point where the holdup occurred is on the bank of the Columbia river, a precipitous mountain on the other side of the track. The easiest route to escape is by the river, and the officers believe that the robbers will either cross to the Washington shore or come down the river to this city.

The robber ordered Engineer Barrett to walk in front of him while approaching the baggage car, but he jumped behind just before the shot from the express messenger's rifle was fired.

The body of the dead robber was left beside the track and that of the wounded engineer placed on the train, which was run to Bridal Veil, a distance of six miles, by the fireman. An engine and caboose from The Dalles brought the engineer to this city, arriving at 12:30, a. m., and he was taken to St. Vincent's hospital. Sheriff Storey and four deputy sheriffs left on a special train for the scene of the robbery at 12:45, but they have small hopes of capturing the robbers, as the country on both sides of the river is rough and heavily timbered.

The Oregon Railroad and Navigation Company late last night offered a reward of \$1000 for the arrest of the highwaymen. It is believed that the robbers are amateurs from the fact that they mistook the baggage car for the express car. The door of the car was badly shattered, but the trucks were not injured, and it was not detached from the train.

Engineer Barrett is one of the oldest men on the road, having been employed by the O. R. & N. for 20 years.

RESIGNED FOR SELF RESPECT.

London, Sept. 23.—Arthur D. Elliott, who has just resigned the financial secretaryship of the treasury, because of his disagreement with Premier Balfour's financial views, writing to one of his constituents in Durham City, says he is in complete agreement with the free trade views of ex-chancellor of the exchequer, Mr. Ritchie, who found it impossible to hold office any longer in a government which is tending steadily toward a policy of protection. He could not remain in office without an entire loss of self-respect. The time has arrived, he continues, when the electors must decide for or against the policy of taxing imports of food which, though deferred for the moment will be the ultimate issue.

Regarding retaliation and fiscal freedom, Mr. Elliott agrees with Premier Balfour's pamphlet that the government should be free to consider cases as they arise on their merits and take such action as it considers right, subject to the approval of Parliament.

In conclusion he writes that he hopes to retain the confidence of his constituents at the general election, which "cannot be far distant."

OFFER BIG REWARD.

St. Joseph, Mo., Sept. 23.—The officials of the Burlington railroad and the Adams Express Company tonight announced a reward of \$4,000 for the arrest and conviction of the gang that held up and robbed the Portland express last night.

CUTS DOWN THE RECORD

Prince Albert Lowers Dan Patch's Time Before Great Crowd at Empire City Track.

HE PACES THE MILE IN 1:58

Ran a Beautiful Race, and Finished With a Burst of Speed That Surprised All.

New York, Sept. 23.—Prince Albert went against the world's pacing record, 1:58, held by Dan Patch, and beat it most decisively at the Empire City track today, going the distance in 1:57 flat.

Weather and track were perfect. Mart Demarest, trainer and driver of the Prince, on account of overweight, decided to have John Curry drive and Demarest drove a thoroughbred speed-maker in front with a wing-shield sulky.

At the third time the starter gave the word, and pacing like a perfect piece of machinery, Prince Albert shot away to the quarter pole in 29 1-2. As he got into the back stretch he increased his speed and at the half in 57. Then the crowd realized that they were witnessing the fastest mile of the century, and cheers and shouts of "come on" came from the grand stand.

Without a break or tremor he flashed by the three-quarter pole in 1:26 1-4, and without any urging, came on with a superb burst of speed, crossing the wire in 1:57.

MAY BECOME OREGONIANS

All the Hatfields But "Devil Anse" Coming West.

Cincinnati, Sept. 18.—(Special correspondence to The Astorian)—The Hatfield family has evacuated Kentucky and West Virginia.

Every member of the family that will be remembered as long as history records Kentucky feudism has left "the dark and bloody ground"—all but one, and he the most noted of this extraordinary family involved in the greatest of all feuds that have in these latter days justified the Indian name of Kentucky, the Hatfield-McCoy feud.

"Devil Anse" Hatfield alone remains, an imprudent, if not forbidding, representative of his family, in Kentucky. All others, men, women, and children, took yesterday morning what may be their last glance at the green hills of the fair state that for a hundred years has been their native land.

It was a regretful parting, yet one that was voluntary. Patchos was intermingled with joy and hope, a hope that in the parting of the ways there would follow peace and prosperity in the far West to serve as recompense for the voluntary exile.

Today "Devil Anse" Hatfield returned alone to the mountain home where, for years, he defended life and property against his mortal enemies—all the McCoy family of Kentucky.

The last glimpse of Kentucky, the parting of the leader and the members of this remarkable family, took place at the depot. It was marked by pines probably not expected in people who for years carried their lives in hand and the trust-worthy ride that was always backed by a keen and unerring sight.

From the information that could be secured from members of the party it was learned that the recent terrible affairs in Breathitt county between the Hargis and Marcum-Cockrill factions are the main causes of the removal of the Hatfield family to the West.

Half a dozen years have passed since the Hatfields and McCoy's lined up in battle array, the truce between the two having developed into what seemed a permanent peace.

It may have so continued, but some of the peace-loving members of the Hatfield family saw in the Breathitt county affairs possibilities of the former spirit being aroused.

Men and women who loved their own and wished their lives above the fancied honor of the Kentucky code became fearful as, week after week, the situation in Breathitt became graver and more complicated.

Several of the older members of the family consulted, and plans were made to remove to the great Northwest.

It required several weeks' persuasion to bring about the consent of all the Hatfields, and all but "Devil Anse" are now on their way to the Northwest and will locate in the state of Washington or Oregon. It was a pathetic scene when men, women, and children crowded about the windows as the train moved out, to take a last look at the green fields of their "Old Kentucky Home."

Before the train started "Devil Anse" Hatfield, with actions belying totally the reputation and the name that mark him, went from seat to seat, kissed the babies and younger children and gave a parting handclasp to the elders, while tears that would not be repressed, sprang to every eye.

The parting was not long. The signal for the start was given, there was a last good-bye shout to "Devil Anse" and as he stepped from the rear coach the train swirled out and on to the new home of the Hatfields.

FIRE DESTROYS MUCH HAY.

Lakeview, Oregon, Sept. 23.—(Special)—Lower Chewaukan marsh, about 30 miles north of Lakeview, has been burning for the past three days and about 5000 tons of hay has already been destroyed.

EDWARD HAS INTERFERED

British Ruler Takes a Hand in the Reconstruction of the De-funct Cabinet.

MEANS TO REMEDY SCANDAL

Has Been in Constant Communication With Ministers and Is Regarded as Cabinet Maker.

London, Sept. 23.—The political crisis has taken on a phase which leads to the present situation historical and unprecedented interest. The king has interfered, not unconstitutionally or beyond the powers vested in the crown, but in the exercise of his prerogatives to an extent never dreamed in the Victorian era.

Premier Balfour's continued presence at Balmoral has given rise to much surmise and comment, but the Associated Press is able to state definitely that it is the king's determination not to assent to the formation of a new cabinet until thoroughly satisfied that its personnel and combination are such as to insure the efficient carrying out of national affairs pending the resumption of parliament.

For years previous cabinets were appointed or ministerial vacancies filled by the mere presentation to the sovereign of the names of the new ministers. King Edward has done away with this tradition. He has spent the last few days in constant conference with Balfour, as to the advisability, from his point of view of the welfare of the nation, of the latter's suggested appointments. The ministers now holding office, and those nominated for office, have been summoned to Balmoral to join in these conferences and all have been subjected to a degree of interrogation such as has surprised even those who knew King Edward intimately as prince of Wales. To such an extent is the king holding his power of veto in reserve that he is now almost regarded by the inner circles as more the cabinet maker than Balfour himself.

Though with his usual tact the king has refrained from expressing any political views or infringing on the ministers' prerogatives, this has not prevented him from expressing his desires, that amount almost to command, that steps be taken to remedy the scandals in the army administration revealed by the report of the South African war commission, and insisting that the new cabinet shall be one adapted to deal with that question.

SUES FOR THE RIGHT-OF-WAY

State Portage Board is After Protecting Property Owners.

Salem, Sept. 23.—(Special)—The state board of portage railway commissioners, at a meeting this afternoon, instructed Attorney-general Crawford to take steps to begin the necessary condemnation proceedings against the O. R. & N. Co. and many individual property owners along the line of the proposed Dalles-Cello portage railway, with whom an amicable settlement could not be otherwise obtained, to secure a right-of-way for the road.

Governor Chamberlain today announced the appointment of the Oregon state veterinary board, composed of the following members: Dr. William McLean and Dr. S. J. Carney, of Portland; Dr. James Withycombe, of Corvallis; Dr. James Christie, of Pendleton; Dr. Alex Reed, of Ione.

FREIGHT ENGINEER IS KILLED

Train Ran Into Washout, But He Could Not Escape.

Whitcomb, Wn., Sept. 23.—(Special)—Engineer Simmonds, in charge of a freight train on the Northern Pacific, was killed near Lawrence this afternoon. The train was going at a good rate of speed when the engineer saw a small washout ahead. He reversed the lever and told the fireman to jump, and tried to do so himself, but his clothing caught and threw him under the wheels of the tender, killing him instantly. The fireman escaped uninjured. The train passed safely over the washout and stopped.

SHE IS FROM OREGON!

Everett, Wn., Sept. 23.—(Special)—A good looking young man named B. S. Strobel was before Judge Denney this morning to tell an uncommon tale of domestic trouble.

A little more than a year ago he married a young and pretty woman in Oregon. They began life with every prospect of a happy life.

But about two months after the wedding, and long before the edges of the honeymoon had worn off, the young wife suddenly disappeared. She returned afterward, but Strobel had in the meantime learned that she had another husband. Strobel asked her about it and she confessed. He immediately made for other pastures. Judge Denney this morning annulled the marriage.



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