



## A BIG STRIKE BEGINS

### Collisions Between Troops and Strikers Feared.

### BUSINESS SUSPENDED

### Communication and Transportation Lines are Nearly All Discontinued.

### PAPERS SECRETLY PUBLISHED

### Workmen in Mills For More Than Week Have Been Demanding That Priests Cease Praying For Emperor Or Be Boycotted By Them.

St. Petersburg, Dec. 21.—The single telephone wire working to Moscow this afternoon brought grave reports of the disorders and collisions between troops and populace.

Papers secretly published are being distributed by the thousands and are filled with the most inflammatory appeals inciting the people to armed rebellion. Many articles are especially directed to the army which is implored not to shed the blood of the nation. A significant fact is that the workmen in the mills for more than a week have been presenting demands to the priests to discontinue their usual prayers for the Emperor, with the alternative of being hanged if they do not cease.

Since noon the streets have been filled with troops, especially in the industrial sections. The railroad stations are in possession of the military. Wholesale arrests of the leaders of the workmen were made last night.

It is reported that the police include among the captured, members of the second workmen's council who were placed in the fortress of St. Peter and St. Paul with the members of the first council. The third council, however, promptly took the place of the second. Moscow is already cut off from St. Petersburg and with the provinces there is generally no communication this morning. The Lithuanian insurrection has extended to the province of Vitebsk according to the latest information. At Kokhusen the chief of police and his assistants, tried the revolutionary tribunal and executed it. It turns out that Takum in Courland only surrendered after a severe fight lasting twelve hours. The insurrectionists were fortified, throwing up intrenchments before which they dug pits. Also they had the machine guns recently captured. The last information from Kharkoff says 10,000 revolutionists are under arms and the troops are being concentrated for the purpose of recapturing the city.

The strike started at noon today. Shops in the center of the city under police protection remained open, but in the industrial sections the scene was an impressive demonstration. Main interest in the strike is centered in the Warsaw station where the government

made a test of its ability by moving a train for Berlin. Promptly at noon, after allowing the steam to escape the railroad men walked out of the yards in a body. After a short delay a locomotive manned with soldiers coupled to a train, which was crowded with people seeking to depart from the unhappy country. Lines of soldiers flanked the trains and after the coaches were thoroughly searched for suspicious persons, the train pulled out. Just before leaving a guard of twenty soldiers entered the baggage cars and another detachment scattered throughout the train. A wrecking car was attached to the train for use in case of accidents between stations.

In the manufacturing districts beyond Warsaw and Narva Gates, in the Schussenberg district, and sections on both sides of the Neva, workmen generally obeyed the summons to strike. Police, Cossacks and soldiers are everywhere but so far as reported no collision marked the inauguration of the strike. The workmen are very quiet but determined.

Eight machine guns have reached Riga from St. Petersburg. Genarmes coming in from various stations along the railroad relate they were disarmed by revolutionaries. Two squadrons of dragoons driven from Segewold have arrived here. A train carrying gold for the branch state bank arrived after being attacked near Walek. The attack was repulsed by the troops.

A dispatch from Moscow says the town is in darkness, the theaters and clubs are closed. Municipal employes have abandoned work. 50,000 hands are idle. Troops are being confined in the barracks and every preparation for eventualities is made.

## DETAILS ARRIVE

### Letter States How Mexicans Killed Americans.

### WERE AFTER MONEY IN SAFE

### Robbers Surprise Men While They Are Eating Supper—Kill Two, and Wound Three Others—Cannot Open Safe and Get No Money.

El Paso, Dec. 21.—Details of the murder of the two Americans and the wounding of three others near Diaz, arrived here today in a letter to Mrs. Rutherford, the wife of one of the victims. The letter says the murder occurred at the home of Finstead, the first report that the robbers were on the road proving incorrect. The robbers surrounded the house, while the occupants were at supper. Finstead opened the door and was struck with a rifle, he ran and hid in a haystack. Rutherford was shot through the heart, Murray through the head and a cook named Shorty was wounded in the head. The robbers stayed until 2 o'clock in the morning trying to open the safe or find Finstead and make him open it. They failed and consequently got no money.

### SHORT SESSION.

Washington, Dec. 21.—There was but a ten-minute session of the House today when the holiday adjournment was taken until January 4th. Two speeches on the government cotton crop estimates which were made, were ordered printed in the record.

## IMPORTANT COMMISSION FROM PORTLAND

### ATTORNEY J. N TEAL HEADS THE DELEGATION

### Dispatched by Portland Chamber of Commerce to Gather Specific Ideas on the Columbia River Bar and Jetty.

### ASTORIA CITIZENS ASSIST IN SUPPLYING THE INFORMATION

### Besides Mr. Teal There Were Four Prominent Citizens of the Metropolis in the Party, Including Chief Engineer Boschke of the O. R. & N. Company, President Adams of the Port of Portland Commission and Messrs. Mears and De Vere, Prominent Citizens.

The noon express from the metropolis, yesterday, brought to the City of Astoria a representative group of Portland citizens on a special and important mission. The party was headed by Judge J. N. Teal, the well-known and influential attorney, and his associates were: President Adams, of the Port of Portland Commission; George W. Boschke, Chief Engineer of the O. R. & N. Company; Samuel Mears and R. L. De Vere, prominent members of the Portland Chamber of Commerce, and the five were here, primarily, in the interest of the latter organization. They came for specific information as to the jetty, the bar, and the requirements of both, and they got it. The sources from which they derived the information were ample upon all phases of the situation, and it is hoped the committee received such, and enough, general data upon which to found a report that shall result in the accomplishment of very definite and fruitful plans for the river, the bar and the great work of the jetties, and this along plans and issues in which Astoria can take a willing and useful hand.

By some mischance there was nothing to herald their coming and there was no delegation to meet them from any of the bodies with which their visit was intimately associated. Luckily, Mr. B. Van Dusen, of the Astoria Chamber of Commerce was apprised of their presence and instantly gave them the benefit of his individual attention and counsel, on their trip. Mr. Van Dusen went with the party directly to the jetty headquarters where Chief Engineer Gerald Bagnell welcomed the delegation and took them over the entire scheme of government work, from the landing stage at Fort Stevens to the outer end of the jetty, as now constructed. Happily the dense fog lifted during their transit over the sea-rail line and they had an uninterrupted view of the entire system. They put numerous and intelligent inquiries and received the amplest information on all conceivable points, in answer thereto, besides a generous quota contributed by Mr. Bagnell and his staff, voluntarily, and when the committee had returned to the fort, it was in possession of facts and figures that will materially aid it in formulating a very comprehensive and valuable report to its principals at Portland. Mr. Bagnell had the party to lunch with him and rendered them every possible courtesy, both as an official, and as a host, and the party returned to this city convinced that the day had been thoroughly well put in at the great public enterprise at the mouth of the Columbia.

Upon their arrival at the Eleventh-street station they disembarked from the train and went at once to the office of the Columbia River Bar Pilots' Association, at Eleventh and Bond, where they met Secretary V. Hoelling, of the association, and Bar Pilots Howe, Gunderson, McVickers, Matthews, Anderson, Wood, Cann and Leighton, in fact the

whole bar staff except Captain Staples. A conference was at once entered into and the gentlemen from Portland invited, and received, the largest limit of practical information available, at the hands of this, the best posted group of men in the world on the eccentricities and normal conditions of the great barrier. Naturally, the substance of the information provided at the pilot's office varied widely, in a technical sense, from that gathered at the office of the government engineers at Fort Stevens, but it was very valuable and interesting coming as it did from the very men who are in daily, familiar touch with the bar and whose accounts of it are peculiarly definite and close, the direct accumulation of vast stores of data garnered through years of constant watching and trial immediately on the scene of marine activity. The pilots to a man, while refraining from adverse criticism or comment on the jetty and the engineers in charge of it, were outspoken in their partiality for the big government dredger Chinook, and insisted plainly and specifically upon the expediency of putting her to work there again at the earliest possible moment. The matter of soundings was touched upon briefly and the bar captains were unanimous in their conclusions on this point, and gave the committee the benefit of every possible reason and cause for their findings on this, and every other point of difference under consideration now, and in the past; and, in fact, did their unqualified best to place in the hands of the Portland visitors, all the information in their possession, and it is presumed they succeeded, for one of the metropolitan committee was heard to remark afterward, on the way to the train, that "they had more explicit information about the Columbia river bar in this one day of personal contact with the people nearest to the subject matter, than months of reading would furnish."

During the committee's last hour in the city they were joined by Judge J. Q. A. Bowley, of the Chamber of Commerce, one of the best equipped citizens of Astoria on this, and all other live questions here, and he added materially to the sum of valuable counsel offered during the day, so it is morally certain, that if the Portland people were after correct and reliable data, upon which to make plea for Congressional appropriation, they have enough, and of different sorts, to sift out the most exacting preamble for national aid that was ever presented in Washington; or, if they were here solely in the interests of the metropolis, they are still fortunate in having the grist of pointers supplied them, for they will know from personal contact and examination, the real status of affairs here and at the bar and jetties, and if they make any mistakes in the future handling of the great issue, they will do it with their eyes wide open, and what shall be done to the detriment of this port, or to the subversion of the larger interests of

the State, will be done wilfully and deliberately.

The Astorian is clinging to the pleasant theory, however, that the work of the day and the party, was conceived in the broader and healthier spirit of the States' advantage and stands ready to second any and every plan and scheme put forth to this end, at any time, by any man, or set of men, in Portland, or out of it. This idea is bolstered by the known fact that Mr. Teal is about to be dispatched to Washington for the express purpose of assisting the Oregon Senators in the work of securing the necessary appropriations for the maintenance of the vast plan of the jetties, and he goes thither not only with the good wishes of the City of Portland to which his success is of such vital moment, but with the hearty good will of Astoria, which cannot but profit from the smallest measure of success to which he and his colleagues shall attain.

The Portlanders returned to their own city on the night express well pleased with the result of their day's work.

### NEW PHASE PRESENTED.

Salem, Dec. 21.—A new phase was presented of the school and swindle today by the application to the land board by the Fenwood Lumber Company, of Wausau, Wisconsin, for the return of bona fide payments made on fifteen bogus certificates on which money was loaned to one "D. R. Murphy" supposed to be an alias member of the land fraud gang now under conviction and one of the fugitives from justice. The board has deferred action until the legal authorities have ascertained their power to refund the payments.

## HAS LIVELY CHASE

### Portland Policeman Coaxes Burglar In Underclothes.

### IN THE BROAD DAYLIGHT

### Man Tries to Enter Policeman's House Yesterday Afternoon—Policeman Asleep—Wakes, Gives Chase in Underclothes—Is Caught After Short Chase.

Portland, Dec. 21.—Clad only in his underclothes, and with bare feet, night Policeman Captain Slover this afternoon chased a burglar, who attempted to enter his house, through bramble bushes, thickets and basements, and accompanied by numerous small boys who participated with the keenest enjoyment, and finally landed his quarry after ten blocks of cross country run. At the station the man gave his name as Charles Rogers. He said he entered the house by mistake.

### ELECTED UNANIMOUSLY.

New York, Dec. 22.—Congressman Herbert W. Parson was elected chairman of the New York County Republican Committee by acclamation.

### GAPON TALKS.

Paris, Dec. 21.—Father Gapon departed today for an unknown destination. He said he thinks the present movement will adversely affect the results already achieved.

## AGREEMENT IS ENDED

### Great Northern Steamship Line Invades California.

### DESPITE THE PROTESTS

### Territorial Division Oriental Flour Trade Between Steamship Lines Ends.

### REPRESENTATIVES CONFER

### Rival Steamship Companies Meet and Try to Induce Great Northern to Reconsider Their Determination, But Their Efforts are Fruitless in the End.

Portland, Dec. 21.—The agreement dividing territorially the Oriental flour trade between the large trans-Pacific steamship companies came to an end today as a result of the meeting of representatives of the different companies held here for the purpose of inducing the Great Northern Steamship Company to confine itself to Oregon and Washington and not to invade California.

About a month ago the Great Northern gave notice to the other companies that it proposed to establish agencies in San Francisco and the meeting today was in an effort to induce the Great Northern to reconsider their determination.

As a result of the decision while there is no official announcement, there is no doubt the Harriman lines will establish agencies in Portland, Seattle and Tacoma, and the Boston Steamship Company, operating the Nippon, Yusen, and Kaisha line and the Canadian Pacific will enter the California field.

### ATTEMPT IS MADE TO DEPOSE REYES

### State Department Receives Dispatch From Bogota That Revolution Is On In Columbia To Overturn Government.

Washington, Dec. 21.—The State Department has received a cablegram of an attempt at Bogota yesterday to depose President Reyes as incident to a plot to overturn the government. There are many arrests.

### Not Confirmed.

New York, Dec. 21.—Mendoza, the Columbian minister, stated tonight he had received a communication, which did not confirm the dispatch at Washington. The minister refused to make public the communication.

### Express Surprise.

Washington, Dec. 21.—The officials of the Columbian legation express surprise at the news from Bogota which is the first intimation of any falling against Reyes who is extremely popular.

## INSURANCE SUPERINTENDENT IS NOT WELL INFORMED

New York, Dec. 21.—Superintendent of Insurance Hendricks of New York State was the chief witness before the Armstrong Committee today. He stated that examinations by his department were made to ascertain only the solvency of corporations and no investigation was made into the extravagance of the management or the salaries paid the

officers so long as the company was able to pay obligations. The employment of kinspeople as officers high in authority was not inquired into. Hendricks declared he personally knew little or nothing of the various examinations made as they were entrusted to Isaac Vandepool, chief examiner of the department.

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