

The Morning Astorian.

FREE Suits and Overcoats

With every ten Men's Suits or Overcoats—One Man's Suit or Overcoat

FREE

With every ten Boy's Suits or Overcoats—One Boy's Suit or Overcoat

FREE

The most liberal offer ever made. We have the best assortment. We have

ONE PRICE

It pays to trade with



INGERSOL WATCHES \$1.00

Remember ONLY ONE DOLLAR at

Fisher Brothers'

ECLIPSE HARDWARE CO.

Plumbers and Steamfitters

SOLE AGENTS FOR



SUPERIOR STEEL RANGES

527 BOND STREET

Arriving Every Day

Holiday Goods in Endless Variety.

Griffin & Reed, COMMERCIAL ST., ASTORIA, ORE.

Fancy and Staple Groceries

Flour, Feed, Provisions, Tobacco and Cigars.....

Supplies of all kinds at lowest rates, for fishermen, Farmers and Loggers.

A. V. ALLEN, Tenth and Commercial Streets

HAS THE NELSON TURNED TURTLE

Grave Fears Entertained for the Safety of the British Grain Ship.

HAWSER PARTED DURING GALE

Shipping Men Believe the Vessel Has Weathered the Blow and that She Will Show Up Today.

Whether or not the British ship Nelson, Captain Perriam, foreshore off the Columbia river during the gale that raged Tuesday night is a question that has caused great anxiety in shipping circles. While many cling to the belief that the vessel is still afloat and safe, others entertain the fear that she turned turtle and went to the bottom, carrying down her twenty-eight men. This alone will tell whether or not the Nelson has been lost.

The vessel sailed from Astoria November 21 for the United Kingdom with a cargo of 8,215 bushels of wheat, valued at \$110,000. Monday night she was looking for the river's mouth in company with the British ship Innesness, but was lost from distress during that time. There is no one on Walla Walla Island a hawser to the ship and made an effort to bring her in. The Tatoosh did not in an apparent effort that time and likewise passed 4 hours. The Tatoosh took hold of the vessel about 10 o'clock. Tuesday morning, owing to the condition of the weather it was impossible to bring the ship at that time, and at 4 o'clock in the afternoon a heavy storm was again coming on. Soon the wind was blowing strong at high velocity, and it was evident that a gale of considerable proportions was brewing. The tug started to tow the ship out shore. The Waila was almost out of coal and Captain Randall was compelled to take in his hawser and return to port. The Tatoosh had a supply of fuel and started for Puget Sound with the Nelson, as in this manner she could run before the gale.

Stories as to the condition of the ship at this time differ greatly. Some statements are to the effect that she was water-logged, that her yards rolled into the sea, that her canvas had been blown away during previous gales, and that she was practically helpless. It is also said that Captain Perriam reported she was leaking, that most of his sails were in shreds and that the bulwarks were smashed in. However, that may have been the Tatoosh started for the Sound with the Nelson. Meanwhile the gale increased in fury and soon the seas were running mountains high. As the day wore on the weather became more severe, and the storm which followed was one of the worst that has prevailed on the North Pacific coast in years. Captain Bailey, of the Tatoosh, requested Captain Perriam to make sail and help him, but the Nelson's master did not comply with the request.

The height of the gale was reached at 10 o'clock at night, when the steel hawser snapped close up to the Nelson. The tug was running very slowly at the time. With the parting of the hawser the Nelson's lights suddenly disappeared, as if she had turned turtle and gone to the bottom. Under ordinary circumstances the ship would have flashed a blue light to acquaint the tug with the exact situation aboard, but this formally was not observed by Captain Perriam, strengthening the belief that the Nelson was lost.

The Tatoosh at once prepared to make search for the Britisher and followed on the course. For some time this search was continued, but no trace of the ship could be found. A sharp lookout for the lights of the vessel or some flashlight signal was kept, but there was nothing to indicate that the ship had not gone down. The Tatoosh remained outside all night and when day broke continued the search. The Nelson was nowhere to be seen, however, and at 1 o'clock in the afternoon the tug returned to port. Captain Bailey states that no wreckage was seen during the morning, nor was there any other evidence of disaster.

The steamboat people express the conviction that the Nelson has not been lost, but the conclusion is hardly logical. From the very best information obtainable, it would appear that the ship was in distress when the tug picked her up and that she was not in shape to weather the hurricane which prevailed during the night. It would follow from this that there is a large possibility of the vessel having ridden out the gale, but not until long after to weather the hurricane which prevailed during the night. It would follow from this that there is a large possibility of the vessel having ridden out the gale, but not until long after to weather the hurricane which prevailed during the night.

"We lost the ship during the gale," said Captain Bailey last evening. "But there is no reason in the world why she should not ride out the storm. The ship seemed to be in good shape during the afternoon and as far as I could see there was nothing wrong with her. I asked Captain Perriam to make sail so as to assist the tug, and he declined to do so. However, it does not necessarily follow from this that the Nelson has lost all her canvas, as vessels usually depend upon the tug for this in such a case. It is my opinion that Captain Perriam believed the tug would help after this, and that he thought it unnecessary to make sail. The Nelson might have been blown up by the Tatoosh."

P. L. Henry, deputy agent for the Nelson, who was on the steamer ship that has left port during the evening hours, he believes she is safe. Mr. Henry expressed the conviction that the Nelson's cargo had been given away, permitting the cargo to drop about fifteen inches, and thus affording her the shifting of the grain. He believed the vessel was positioned when the hawser parted, and that Captain Perriam's effort to reach her was due to his fear of starting on a long voyage with the flying gun. The lining is the floor of the vessel's hold. Mr. Henry said that if the Nelson were leaking at the time of the gale she would not be at the bottom. He believed she was not leaking.

The ship carries a crew of twenty-eight men, all told. Of these a number are apprentices. If the ship falls to put in an appearance today, she can reasonably be regarded as lost. Captain Bailey last night wired for a tug to proceed from the Sound to meet the Nelson, indicating that he is sanguine of the vessel's safety. The Nelson is an iron ship and registers only 124 tons. She was formerly in the clipper trade and is considered a very staunch vessel. Her master was one of the most popular sea captains who ever came to this port.

BULLS CONTROL MARKET

CORN AND WHEAT JUMP TO HIGHEST MARK

Chicago and New York Experienced Wildest Scenes Since Day of Hutchinson.

CHICAGO, Dec. 4.—Speculation on the board of trade today was such as to recall the great transactions of Hutchinson, Cudahy, Kent, Beam and other giants who ruled the pits and swung prices for fortunes every session.

Bull enthusiasm such as has not been seen in the last few years, had possession of the markets and in spite of heavy selling for profits every pit closed strong.

BULLS CONTROL CHICAGO.

NEW YORK, Dec. 4.—Bulls had full swing in all grain markets today. Corn passed all prices in recent years, selling up to 71 3/4 for May in New York, and to 67 1/2 at Chicago. Wheat got within a quarter of a cent of the highest point since last August, and the entire market situation was dominated by a volume of outside buying such as has not been seen here in weeks.

"VINO" FORBIDDEN.

WASHINGTON, Dec. 4.—Brigadier-General Bull has issued an order to the soldiers in Northern Luzon, forbidding them under pain of severe punishment by court martial to drink native "vino" spirits which has been found to produce insanity and incite to crime.

NICARAGUA ROUTE IS RECOMMENDED

Isthmian Canal Commission's Report Sent to Congress Yesterday.

ESTIMATED COST \$189,864,032

Several Bills Providing for Construction of Water Way Have Been Introduced in Senate One by Morgan.

WASHINGTON, Dec. 4.—Practically the entire time of one session today was devoted to the introduction of bills and resolutions for measures relating to the suppression of anarchy and dealing with such bills, were allowed to lie in the table so that their authors, M. C. Thomas, of Maryland, and Vest, of Missouri, may bring them to the early attention of the senate. The Isthmian canal report was transmitted to the senate by the president and several bills providing for the construction of the waterway, one of them by Morgan, who has led the movement for the canal in the past, were presented.

The report says the Nicaragua route is feasible as a shorter canal, while the Nicaragua route must be by locks, but Lake Nicaragua will furnish an inexhaustible supply of water for the canal. The Nicaragua route has no national harbors of other and an artificial harbor may be constructed. Harbors already exist at each end of the Panama route, but considerable work must be done at the entrance of the harbor on the Atlantic side. With adequate force and plant the construction can be completed in six years, exclusive of two years for preparation. Ten years is estimated to complete the Panama canal.

The total length of the Nicaragua route is 183.66 miles and the Panama route 190 miles. The estimated cost of operating and maintaining the Nicaragua canal annually is \$1,500,000 greater than that of the Panama canal. The estimated time for a deep-draught vessel to pass through the Panama canal is 12 hours, and through the Nicaragua canal 23 hours. The Nicaragua route, the report says, is more advantageous for commerce, save that originating on the west coast of South America. For the Gulf ports the advantage is two days, and for most of the ports on the Atlantic and Pacific one day. The Nicaragua route is said to be better for sailing vessels on account of favoring winds. Hygienic conditions also favor Nicaragua.

George S. Morrison, member of the commission, submits a minority report favoring the Panama route.

VICE ADMIRAL GRADE.

WASHINGTON, Dec. 4.—Senator Hale today introduced a bill, which provides for creating the grade of vice admiral, with four admirals of that rank.

CHINESE EXCLUSION.

WASHINGTON, Dec. 4.—In addition to Senator Lodge's bill for the continued exclusion of Chinese, similar bills were presented in the senate by Senators Mitchell, Fairbanks, Stewart, Quay and Penrose. Senator Mitchell's bill also applies to the exclusion of Japanese and Filipinos and their descendants as well as to descendants of Chinese.

TO PROTECT PRESIDENT.

WASHINGTON, Dec. 4.—Senator Hoar today introduced a bill for the protection of the president of the United States, that provides that one who kills the president or shall make an attempt on the life of the president will be punished by death.

Any person who shall counsel or advise the killing of the president shall be imprisoned for twenty years.

REPEAL LIMITATION.

WASHINGTON, Dec. 4.—Senator Lodge today introduced a bill providing for the removal of the ten-year limitation of the Chinese exclusion act thus leaving the provisions of the Geary act in force.

INCREASES NAVY.

Chili Purchases Two Torpedo Boat Destroyers in England.

NEW YORK, Dec. 4.—An official announcement has been made that Chili has purchased from the Lairds in England, two torpedo boat destroyers for which they paid £70,000, not including artillery, says the Buenos Ayres, Argentina correspondent of the Herald.

The purchase of these vessels is considered here as being a violation of

PUGET SOUND IS SWEEPED BY STORM

Much Damage to Property and Many People Injured at Whatcom.

MILLS AND HOUSES WRECKED

Highways and Railroads Blocked By Fallen Trees—Telegraph Communication Broken.

NEW WHATCOM, Wash., Dec. 4.—The hardest storm in 15 years raged over Puget Sound last night, prostrating telegraph and telephone wires in every direction and doing much damage to property and injuring several people. At Mountain View, this county, John Marr and a companion were sleeping in a cabin, which was struck by a falling tree, and Marr received injuries which will be fatal. His companion's leg is broken.

At Silver Beach a gang of nine carpenters were raising rafters on a new single shed when the storm struck the building, causing it to collapse. Several of them were caught by the falling timbers and received injuries, only one, T. J. Smith, being seriously hurt. He will recover.

All highways in the country are blocked by fallen trees and railroads were confronted with the same condition this morning. In this city several mills were blown down, as were several buildings, one brick yielding to the force of the wind. Roofs were ripped off of several buildings, signs blown down, sidewalks torn up, and havoc wrought generally.

IMPORTANT RULING.

Bankers Must Pay Taxes on Undivided Profits and Borrowed Money.

WASHINGTON, Dec. 4.—The commissioner of internal revenue has rendered a decision in which he holds that bankers must return for taxation, capital, surplus undivided profits and borrowed money used in the business of banking. The commissioner holds that capital is taxable whether invested in United States bonds or bank building.

HARVARD ENROLLMENT.

CAMBRIDGE, Mass., Dec. 4.—The enrollment of Harvard University, announced today, including students of all classes, teachers and administrative officers, is 6138, as against 6371 last year.

SNOW IN KANSAS.

TOPEKA, Kas., Dec. 4.—Kansas is receiving a heavy snow storm tonight which covers the entire eastern half of the state.

WHEAT MARKET.

SAN FRANCISCO, Dec. 4.—Wheat, cash, 10 1/4 @ 10 1/2.

CHICAGO, Dec. 4.—Wheat, December, opening, 74 3/4 @ 74 1/2 closing, 75 1/2 @ 75.

PORTLAND, Dec. 4.—Wheat, Walla Walla, 60 @ bluestem, 61.

TACOMA, Dec. 4.—Wheat, bluestem, 61 @ club, 62.

PRICE OF SILVER.

NEW YORK, Dec. 4.—Silver, 54 1/2.

THE COMBINE IS OFF

NEGOTIATIONS FOR STEEL PLATE TRUST DROPPED.

Object Was to Prevent Disruption of the Steel Pool Through Price Cutting.

NEW YORK, Dec. 4.—According to the Journal of Commerce it is authoritatively stated that the negotiations looking to formation of a big steel plate combination have been declared off.

It is also stated that there is little likelihood at present of the project being revived. The proposed combine was to have a capital of \$25,000,000 to \$50,000,000 and it was generally supposed at the time the negotiations were in progress that the combination was being organized in the interest of the United States Steel Corporation. This view of the case was strengthened by the fact that an announcement was made that President Schwab of that concern was giving his counsel and guidance to the formation of the trust. The plants to be booked to enter the trust were the Tidewater Steel Company, the Lukens Iron & Steel Company, the Worth Bros., and the Central Iron & Steel Company.

When the combination was proposed it was said that the project was primarily taken up so as to prevent a disruption of the pool through price cutting, which, it was argued, would result in a trade war which would affect the whole steel interest. In any event, the fact should not be lost sight of that even if the plans of those interested in the steel plate combine had been carried to a successful issue it follows that the consolidated company could not have been a close corporation. There are several important concerns outside of those named for membership in the organization and also outside of the United Steel Corporation. These include the Phoenix Iron Company, Ois Steel Company, Ltd., Glasgow Iron Company, Carbon Steel Company and one or two plants of the Crucible Steel Company, besides the Jones & Laughlins, Ltd. Among the other important concerns which are members of the pool, but which are conducted on independent lines, are the Birmingham Rolling Mill Company, Colorado Fuel & Iron Company, Passaic Rolling Mill Company, Republic Iron & Steel Company, Cambria Steel Company and the Tennessee Coal & Iron Company.

HEITZFELD SCORED.

Idaho Populist Chairman Writes a Very Sharp Letter.

BOOSE MA. DEC. 4.—Chairman D. H. Andrews, of the Populist state committee, tonight gave to the press a copy of a very sharp letter written to Senator Heitfeld in reply to the latter's suggestion that the state committee be summoned to meet and take steps to rebuild the organization. The chairman flatly refused to consider such a proposal and declares he has the support of the Populists of the state in the stand he takes.

COSTLY COLLISION.

PARIS, Dec. 2.—William K. Vanderbilt, was today condemned in a French court to pay 100 francs damages as the result of a collision between his automobile and a dog cart last year.

AWARDED DAMAGES.

PORTLAND, Dec. 4.—In the United States district court today a jury awarded Gunder Kethlesen \$10,000 damages in the suit against Bunker Hill and Sullivan Mining Companies, the plaintiff alleged that he was injured in the Wariner, Idaho, mine through negligence of the company.

ROYAL Baking Powder

Most healthful leavener in the world. Goes farther.

ROYAL BAKING POWDER CO., NEW YORK.