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THE DAILY ASTORIAN is the biggest and best paper on the Columbia River

The Daily Morning Astorian.

THE ASTORIAN has the largest circulation of any paper on the Columbia River

FULL ASSOCIATED PRESS REPORT.

VOL. XLVII.

ASTORIA, OREGON, SATURDAY MORNING, NOVEMBER 20, 1897.

NO. 91.

ANNOUNCEMENT SEASONABLE

In Order to Keep Mechanics Employed We will Make a Reduction of 15 per cent on all

Air-Tight Stoves

For One Week Only

Hawes' Old Stand

J. N. LAWS, Manager. C. J. THIENCHARD, Assnige.

School Books AND School Supplies

Tablets Slates Pencils Sponges Composition Books Pens Blotters Inks

We have the best and cheapest line of Pen and Pencil Tablets in the city.

GRIFFIN & REED

Thanks-Giving

TURKEYS CRANBERRIES AND MINCEMEAT

And all other Good Things requisite for the Proper observance of the Day.

Foard & Stokes Company



"The Louvre" ASTORIA'S GORGEOUS ENTERTAINMENT HALL 3 FLOORS Fine Music. Games of All Kinds. Two Magnificent Bars. EVERYTHING FIRST-CLASS Good Order and Everybody's Rights STRICTLY OBSERVED.

Ross, Higgins & Company GROCERS and BUTCHERS Bond Street CHOICE FRESH AND SALT MEATS

W. F. SCHEIBE, Manufacturer and Dealer in FINE CIGARS! A full line of Pipes, Tobacco, and Smokers' Articles. 474 Commercial St.

J. A. FASTABEND General Contractor HOUSE, BRIDGE AND WHARF BUILDER HOUSE MOVING TOOLS RENTED

UNION MEAT COMPANY Shield Brand Hams, Bacon, Strictly Pure Lard ALL KINDS OF CANNED MEATS Guaranteed the Best in the Market CORNER FOURTH AND OLISAN STREETS - PORTLAND, OREGON

LONDON CITY IS ON FIRE

Worst Since the Great Fire of 1666.

HUNDREDS OF HOUSES BURN

Flames Fanned by Strong Wind. Fought by Many Engines.

THE LOSS IS OVER \$6,000,000

Historic Church of St. Giles Badly Damaged—Much Confusion and Danger

London, Nov. 19.—One of the most disastrous fires in London's history since the great fire of 1666, broke out in a large block of buildings lying east of Alder-gate street, and between that thoroughfare and Red Cross street, just after 1 o'clock this afternoon. The flames were fanned by a strong wind and fed by highly inflammable stocks of Christmas fancy goods and flimsy dress materials of all descriptions that filled every floor of the six-story building in the old street. Consequently the conflagration gained headway with surprising rapidity and was soon far beyond the possibility of being checked by the few engines which were early on the spot.

For four hours and a half the flames had their own way and it was only after more than a hundred engines had worked an hour that the chief of the fire brigade sent out the signal that the fire was under control.

At 11 o'clock tonight the fire is still the scene of great excitement. Fifty engines are playing upon the ruins; wagons are hurrying up, and tons of water are pouring into the fiery debris.

Thousands of people are trying to penetrate the cordon maintained by a thousand policemen, reinforcements for whom were sent up, when at 5 o'clock the increase in the outbreak led Captain Wells to make a requisition for more engines upon the outlying stations.

The scene must occupy the fire brigades for several days, especially in view of the grave danger of the collapse of the shells of buildings which fall now and again, with a loud report. The latest advices are that nearly a hundred warehouses have been destroyed, while the loss will probably exceed £3,000,000. The historic church of St. Giles has been much damaged, the principal damage being to the roof, the old windows, and the baptismal fountain and Milton's statue.

Hamel street was the scene of the outbreak of the fire, which was due to an explosion in connection with a gas engine on the premises of Walter Brown & Co., mantle manufacturers, at No. 30 on that thoroughfare. Their third factory was crowded with girls when the fire broke out, and it was instantly the scene of a semi-panic, the operatives rushing to the roof of the building and thence passing to other buildings and so effecting their escape, while the flames were pouring out of the basement. In less than an hour the flames had enveloped the adjoining building and thence they leaped across the street to an enormous paper warehouse which was fully alight in less than ten minutes. By this time it was evident to the firemen that they were face to face with a great disaster and a general alarm was sent out, then from all the fire stations, even those five miles from the scene, engines were hurried to the spot and the police gathered in great force.

LATER REPORTS.

London, Nov. 20.—It is officially reported that 150 warehouses have been gutted. A later estimate of the damage places the amount at nearly £5,000,000. Nearly all the British fire insurance companies are involved and fire insurance stocks were practically unsalable on the stock exchange yesterday evening after the fire was well under way. Nearly 600 telephone wires have been cut, interrupting communication with many of the big provincial towns.

The fire was the cause of an enormous advance in the price of ostrich feathers, which rose 50 per cent last evening (Friday), two feather firms alone have lost £12,000.

ANOTHER BATTLE.

New York, Nov. 19.—A dispatch to the Herald from Havana says: A battle of considerable importance has taken place near Guanajay. The Cubans were commanded by Rodriguez and Pedro Diaz in the fight. The Spaniards had 46 killed and 170 wounded. The rebel loss was also heavy.

PORTER HANGED.

Union, Or., Nov. 19.—(Special to the Astorian.)—Kissay Porter, the slayer of the Macho family, was hanged in this city this morning.

BERTHLOF SPEEDING WESTWARD

COMMANDER OF THE BEAR RELIEF EXPEDITION AT CHICAGO. He Has No Fear But That the Party Will Reach the Ice-Bound Whalers in Time.

Chicago, Nov. 18.—Lieutenant Ellsworth Price Berthlof, of the United States revenue cutter service, who will command the overland expedition for the relief of the whalers imprisoned in the mountains of ice in the Arctic sea, arrived in Chicago last night. He had received the order at Washington to leave for the coast only 48 hours before the train on the Pennsylvania road steamed into the union station with the lieutenant on board. When the order came Lieutenant Berthlof wired Lieutenant Jarvis at New Bedford, who will be one of the relief party, to meet him in Chicago, when they were to leave for Seattle. The man whose bravery and knowledge the starting whalers may have cause to thank for saving their lives when they had given up all hope, was anxious to be off for Seattle, where the revenue cutter Bear awaits orders to set out. He has no fears but that the party will reach the ice-bound vessels in time to rescue a large share of the men who waited too long in the far north. He has never made the trip before yet he was one of the first men in the government service to report for duty when volunteers were called for. For 12 years he has done gallant duty all along the coast from Maine to the Gulf. Two months ago he was summoned to shore duty at Washington.

Wednesday saw him at the lifesaving department at the capital city. Tomorrow he will leave for the Pacific coast and on the 23d of the present month he expects to board the ship which will land him and his party on the coast of Alaska. Then he will begin the long and perilous journey with dogs and sledges overland to Point Barrow.

Lieutenant Berthlof was in excellent spirits last night when he gave an anticipatory account of the expedition he has been sent to command.

"I left Washington," he said, "on Wednesday night. It was noon Tuesday when the order came for me to prepare for the journey and to set out as soon as possible. How I prepared you can see," he continued, pointing to a small parcel of necessities. "I shall hurry out to Seattle, where Captain Tuttle and the revenue cutter Bear have been ordered to make ready to take the relief party to the farthest point along the Alaskan coast she can possibly reach. We shall probably leave that port on the 23d. Lieutenant D. H. Jarvis, who is now at New Bedford, has also been ordered to report to Seattle. He is experienced so far as Arctic explorations go. Eight times he has set out to that region, returning on the last trip only a month ago. It is possible that he will go no farther than Seattle, but the probabilities are that

OVERDUE STATE HAS ARRIVED

The Staunch Ship Steamed Into the Harbor Yesterday.

TWO DAYS IN THE STORM

Early Wednesday Sighted Lightship, Which Suddenly Disappeared—Lightship Now in Port.

"And the lights went out." These were the first words spoken by Captain Green of the O. R. & N. steamship State of California, which arrived in the harbor at 8 o'clock yesterday morning, two days late from San Francisco.

Much anxiety has been felt here, concerning the safety of Captain Green and his passengers. The terrific hurricane which has been in force here for the past three days, added to the fear of all that the State would either have to put to sea on a perilous trip or meet with disaster. Her arrival today is not only a vindication of Captain Green's seamanship, but of the staunchness of the American built steamers in the O. R. & N. line. To an Astorian reporter yesterday morning, in relating his experiences, Captain Green said:

"We left San Francisco Monday morning on time, and the sea was as smooth as glass. We had good weather all the way, until off Cape Mendocino. There we struck the gale or hurricane, and our good ship played along through the heavy seas, until two o'clock Wednesday morning, when we came abreast of lightship No. 47, 14 miles off the mouth of the Columbia river. I signaled the lightship, and shortly afterwards she blew three whistles, at regular intervals of the fog-horn practice. About 2 o'clock her lights went out, save a slight glimmer on one of them like the flickering of an ordinary electric lamp which was burning out. Then all was dark. The seas were running mountains high, and the wind was a hurricane rather than a gale. It was all one could do to stay on the bridge. We tried our best to keep near the lightship hoping to sight her again, and I have to, under our mainmast, keeping our head to the sea, and remaining as near as possible to where I thought the lightship should be. When daylight came, there was no lightship in sight. We cruised about all day Wednesday and Thursday, hoping to get a sight of the lightship again, as I believe at the time that she had simply slipped her moorings and stood out to sea. The weather was still something terrific and we had no opportunity of coming into port until 7 o'clock this morning. We remained all the time within a few miles of where the lightship was. There is but one of two things that could have happened to the lightship. Either from some unknown cause she foundered in the heavy seas and went to the bottom or else she got away from us in the darkness and stood out to sea. I hope the latter is the case.

"No, we did not suffer particularly. It was rough, to be sure, but below decks all was comfortable and snug. Nearly everyone on board was sick, but none of the passengers were frightened, though some were uneasy. One old lady said that she was too sick to get frightened, and she did not believe the last day had come. The ship did not roll very much, as the heavy wind kept her steady with her nose to the sea."

Lightship No. 47 is commanded by Captain Haastoff, who has a crew of about 11 men. She was built a short time ago in Portland, by Wolf & Zwickler, Captain Green was surprised that Captain Haastoff did not fire a gun or rocket, had he been in trouble, so that assistance might have been rendered.

The bottom of the sea would have been the resting place of the new lightship had she not been equipped with steam propelling power.

During the tremendous gale Wednesday morning she was sighted by the steamer State of California at 2 o'clock. At 2:15 the big steel cable on her mushroom anchor snapped in two, and the lightship was adrift in the storm headed for the beach. Captain Haastoff immediately ordered his signal lights extinguished, put up sailing lights and in less than twenty minutes had the big engines running and the propeller working. He managed to get about and put to sea. This accounts for the State not being able to find her again. No. 47 got as far as Gray's harbor and turned back to the Columbia river when the gale abated, arriving off the mouth of the river early

MCKINLEY FAVORS CUBAN AUTONOMY

His Message Will Urge the Acceptance of Spain's Terms.

POLICY OF PEACE ADVISED

He Wants No More War Scares or Cuban Sensations to Interfere With Good Times.

New York, Nov. 19.—The World this morning makes the following statement: The World is able to say on very high authority that President McKinley will tacitly approve the programme of autonomy or home rule for Cuba, which Spain now promises. Second, that the president will express the hope that the Cubans will not prolong the war for complete independence, but will accept instead a form of autonomy. Third, that if the Cubans do not heed his advice, Spain will be given more time without interference from the United States. Fourth, the president says that he ardently desires peace, both at home and abroad. "War scares" and belligerency resolutions disturb business, retard prosperity and do no good. A new congress is to be chosen next fall and everything depends on "good times." A season of peace from "Cuban sensations" is therefore now almost certain. Fifth, Spain has been informed of McKinley's hopes and plans and as the first evidence of her own good intentions and good will she pardoned and released yesterday the American crew of the filibustering schooner Competitor, caught under arms off the coast of Cuba April 15, 1896.

THE TRUCKEE A TOTAL LOSS

PASSENGERS AND CREW RESCUED BY LIFE SAVERS.

Vessel Sprang Aboard, Which Made It Necessary to Attempt to Enter Umpqua in the Gale.

Marshfield, Or., Nov. 19.—The Umpqua lighthouse wagon arrived at Empire City about 3 o'clock this afternoon, bringing Captain W. F. Daniels and the crew of the wrecked steamer Truckee, who were rescued by the life-saving crew at four o'clock yesterday afternoon.

Captain Daniels reports that when out about twelve hours from Tillamook a leak was discovered, and when off Umpqua river he became convinced that to save the lives of his passengers and crew he would have to attempt to take his vessel over the Umpqua bar. The wind was blowing a southwest gale and the sea running mountains high. He could not keep a stitch of canvas up and consequently his vessel was thrown upon the north spit. The Truckee has forced her way over the spit and now lies inside. She will be a total loss, but Captain Daniels thinks that her machinery may be saved. There were eight passengers aboard—one gentleman, two ladies, and five children under five years of age.

A GOOD SHIP.

Washington, Nov. 19.—Commodore Duesy, president of the naval trial board, has returned to Washington from the sea trial trip of the Iowa, which he declares to be the best ship of her class in the world.

Royal Saves Doubly

Do not be deluded by the deceptive claim of economy for the cheap baking powders. Instead of saving, their use results in a wastefulness of the most serious kind.

First, there is the loss of an occasional baking. Flour, butter and eggs cost too much to risk spoiling them with an inferior baking powder. Royal's work is uniformly perfect, and materials are never wasted where it is used.

In the second place, the adulterants which are used to cheapen the cost of the low-priced baking powders have a most harmful effect upon the health. No prudent person will risk an attack of indigestion to save a few cents on baking powder. Royal Baking Powder is absolutely pure and wholesome, and actually adds anti-dyspeptic qualities to the food.

Thus the use of the Royal is doubly economical.



ROYAL BAKING POWDER CO., NEW YORK.

(Continued on fourth page.)