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THE DAILY ASTORIAN is the
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 on the Columbia River

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ASTORIA, OREGON, FRIDAY MORNING, NOVEMBER 25, 1898.

NO. 116

The Only **Stove Store**
 ... IN ASTORIA ...
 Our Specialty: **STOVES AND RANGES**
 We know the business. Twenty years experience. If you want a GOOD Stove, see the stock at the
Eclipse Hardware Co.

Special
Saturday Sale...

Best Thanksgiving Yet



We've a great deal to be thankful for, we "Americans!" Most of Uncle Sam's boys are home again and they brought to him some of the best acquisitions we have yet claimed. When you sit down to your desk, sit down to the best also. Pens, ink, holders, pen-wipers, stationery, stamp boxes, message bottles—we have everything, both elegant and inexpensive in this line. Why not have them?

Griffin & Reed.

Foard & Stokes Co.

OUR MOTTO:
 "We Buy and Sell Everything."

NEW TODAY

Premier Pure Fruit Extracts
 " " Baking Powder
 " " Spices

Pure Coffee, Pure Teas.

HOUSE FURNISHING GOODS

Blankets, Comforts, Bed Spreads

...Lace Curtains and Drapery Goods...

Sheetings, Towels and Crashes.

Everything Necessary in the Above Goods and at Bottom Prices.

C. H. COOPER,
 THE LEADING HOUSE OF ASTORIA

NEW PLUSH CAPES
 Twenty to Thirty inches in length, full sweep, will be sold at 60c on the dollar. Also

CLOTH CAPES AND JACKETS
 Great Drives in Dress Goods.

- \$1.25 and \$1.50 Kid Gloves - \$1.00
- Best Teazle Down Fial - 9c
- Amoskeag Gingham - 5c
- Figured Doek - 10c
- \$8.50 Mackintosh - \$5.00

Agents for New Mackintosh Dress Suits.

Don't Miss These Bargains

McAllen & McDonnell,
 47-49 Commercial Street, ASTORIA.
 16-18 Third Street, PORTLAND, OR.

PORTLAND'S SECRET FOES--
 ASTORIA'S HALT IN GROWTH
 Hill Forces the O. R. & N. to Stand in the Door and, With the "Wheat Pool," Plucks the Farmer-Goose.

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 II.
 PORTLAND, Ore., Nov. 25.—Editor Astorian: The first question for us to consider is, whether AS-
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then, to prevent Astoria's rivalry is the basis of that hostility and the source of the wheat pool.
 The wheat pool, it is claimed, is a monopoly of the wheat growers of the Pacific Northwest, and the elevator owners—the farmer being the goose to be plucked, incidentally, of a million dollars a year.
 As to all common points in the fields reached by both the O. R. & N. and the Northern it was necessary to make a satisfactory differential. As to all wheat fields further north "Jin" Hill could force the lion's share of the traffic over his road. As to the O. R. & N. and the Northern, the Portland wheat buyers (who also are the Puget Sound buyers) and elevator men were the efficient agencies of the pooling. They agreed among themselves upon the price they would kindly throw the farmers at the railway stations. This price was to be the same whether the wheat was shipped to Tacoma or to Portland. Then they were to determine the shipments of wheat and the freight rates upon principles of railroad "differentials" so that each road would get a satisfactory share of the business.

TRAFFIC ASSOCIATIONS ARE NOT YET ABOLISHED.

Commissioner Goddard, of the Trunk Line Says Supreme Court Decision Has Not Altered the Association.

NEW YORK, Nov. 24.—Of the status of the Local Traffic Association, survivors of the Joint Traffic Association, which was disbanded on the decision of the United States supreme court, George B. Blanchard, formerly the association commissioner, said last night:
 "I consider it quite uncertain whether congress will take any action in regard to the pooling law at the coming session. The Joint Traffic Association is now divided into two separate associations, the Central Traffic Association, with Mr. Tucker as commissioner, and the Central Traffic Passenger Association, with Mr. Donald as commissioner.
 Commissioner James B. Goddard, of the Trunk Line Association, said that it has not changed its agreement as the association was not affected by the supreme court decision.
 Chauncey M. Depew, president of the Joint Traffic Association, when asked what was to become of the individual members of that board of managers, most of whom have no other duties with the road which they represent, replied:
 "When the usefulness of the members of that board ceases in their present capacity, it will be time enough to make plans for the future."
 "It is true that these men have been instructed to wind up the affairs of the Joint Traffic Association without delay, but it may be that the several roads will find it to their interests to preserve the committee as a bureau of information. The convenience and value of such a central body for inter-communication and conference has been clearly demonstrated. The different lines can settle little disputes and avoid friction more easily through the medium of such a body than in any other way.
 "Suppose, for instance, that word reaches the ears of President Calloway that the some of the irregularity in rate making is being practiced on the Pennsylvania. He telephoned Mr. Hayden, the New York Central's representative in the bureau of information, and the latter at once turns to Mr. Gray, the Pennsylvania's representative, and says: "What is there in this?" Mr. Gray, being in constant personal communication with President Thompson, of the Pennsylvania, ascertains the facts immediately and the trouble is ascertained and stopped without red tape and without delay incident to official correspondence."

TORPEDO-BOAT DAVIS MAKES REQUIRED TIME.
 Ran Over Twenty-Three Knots on Her Official Trial Trip, a Knot More Than Required by Contract.
 PORTLAND, Nov. 24.—The torpedo-boat Davis today gave her builders, Wolf & Zwicker, cause to celebrate Thanksgiving by proving herself the fastest craft of her kind ever built on the Pacific coast. Not only did she make her official trial of two hours successfully, but she ran at an average speed of 23½ knots an hour—a full knot in excess of the requirement. The performance is more remarkable from the fact that this is only her second official trial.
 The Davis went to Cathlamet, on the Columbia river, Wednesday afternoon and ran to Pillar Rock this morning, starting from there on her trial at noon. In two hours she made 33 miles, shore measurement, averaging 22½ revolutions per minute, instead of 20, as specified by the government. Not a bearing was heated and not even a minor accident occurred in the engine or boiler rooms. She took a flying run, turning faster and faster, till she reached 30 revolutions, a pace which she kept up for an hour and three-quarters. When the indicator showed 412, however, Lieutenant Commander Drake, president of the trial board, asked the contractors to slow down, and from that time forward the speed was held down to a small excess of the requirement.
 Lieutenant Commander Drake sent the following dispatch to Secretary of the Navy Long:
 "The Davis is first torpedo-boat on Pacific coast to make one knot more than contract speed. Revolutions averaged 23. No undue friction of engines or excessive vibration of hull. Two hours consecutive run; no turn."

INTERNAL CRISIS ONE WAY.
 INTERNATIONAL THE OTHER.
 If Spain Accedes to America's Demands Her People Will Revolt; if She Does Not, War Will Follow.
 LONDON, Nov. 24.—The Madrid correspondent of the Daily Mail says: "The cabinet will make a final decision Friday, but it is agreed in principle to authorize Senator Montero Rios, president of the Spanish commission, to sign the peace treaty, although the commissioners may be instructed to insist upon its ratification by the cortes."
 "It is believed this decision will provoke an internal crisis. It is reported that the Carlists have smuggled 12,000 Mauser rifles across the frontier."

TO AMEND WAR REVENUE LAW.
 WASHINGTON, Nov. 24.—The commissioner of internal revenue in his annual report, the principal feature of which was made public in July last, recommends that the war revenue law be amended so as to allow a discount of 2 per cent to purchasers of \$100 or more. Instead of 1 per cent as now provided. Unless such action is taken, the commission says, a very large increase in the number of stamp dupliques will be necessary. The number of internal revenue stamps issued during the year was 1,442,271,189, of the value of \$3,443,933.

But besides that, it is not true that any coast has yet been found that question, even with the Really No O. R. & N. stand in the Test, as Yet.
 The door and forcing the Astoria and Columbia River Railroad to act under unnatural conditions and as a local road only. For the A. & C. R. is still under process of construction. It is in the hands of the construction company, which has until January 1, 1899, to turn it over to the operating department. Events, however, may change this status very soon, and its ultimate owners may suddenly take charge of that road. It is a demonstrable proposition, though, that even in face of this discrimination the A. & C. R. can, with a wheat buyer in the field, secure all the export at Astoria. Simply because it would be worth so much more at that port than at any other port of the Pacific Northwest. Those in charge of that road now, however, are not called upon to make the problem. It can wait the fullness of time, when its ultimate owners shall be at the helm. When that time shall come it may be found that its owners will have control of the O. R. & N. road also, and the Short Line besides. Indeed it is thought to be reasonably certain that such will be the case. It is manifest, therefore, that the reply is wholly faulty, and the problem is open for debate with our merchants and business men.
 The O. R. & N. Co.'s hired writer, understood to be "Col." Pat Donan, lately in the Mercury derides Astoria because of her failure to grow in the past two years, notwithstanding the certainty of securing a railroad. But Pat knew full well, when he penned that O. R. & N. venom, that the ONLY CERTAINTY which could have made Astoria grow would have been the certainty that she would be the seat of this basin on railway connection. So long as the general public believed that it would only be a local road no growth was possible. To insure that belief and blacken Astoria's prospects as the future chief seaport, the O. R. & N. stood in the door refusing usual common point. It retained a venaal press to howl that the ships would be forced to go to Portland as the best seaport, and the Oregonian tuned its pipes in harmony with that song, having break support from the wheat buyers and elevator men. At the same time, it enticed those who were pushing the A. & C. to completion to preserve a profound silence as to its purpose as well as its ownership. Of course, Astoria (in face of previous dis-appointments) could not grow, under such conditions, because of lack of public confidence in her seaport supremacy.
 Now let us inquire why this concert of deception and hostility? The motive is a matter of vast importance to be known to the property owners, even though the Vanderbilts will most likely make Astoria bay the western terminus of their ocean-to-ocean route. That knowledge will enable them the sooner to reverse the conditions so inimical to Portland's growth and trade.
 The king pin is "Jin" Hill's control of the O. R. & N. Co., which I learn, can be broken up at any time by the Vanderbilts through a guaranty of the interest for three years upon the preferred stock of that company. Hill's policy is, of course, to build up Seattle and the traffic over the Great Northern, now leaping to the front with giant strides under the present manipulations of the O. R. & N. Co.'s policy. He can accomplish his object only by preventing Astoria from becoming the chief seaport of the Pacific Northwest, as these letters will fully show, since wheat charters at Astoria would be only about 25c (as at San Francisco) against 5c at Seattle. Hill's purpose,

STANFORD LOST TO BERKELEY

The University of California Team More Than a Match for the erstwhile Champion.

STANFORD DID NOT SCORE

Game at Philadelphia Played During a Snowstorm—Michigan Wins Western Championship.

SAN FRANCISCO, Nov. 24.—The eighth annual Thanksgiving-day football game between the university of California and Leeland Stanford university was played this afternoon in the presence of 3,000 spectators, and, after a delay of seven years, California achieved her first football victory over Stanford, by a score of 22 to 0.

In three games the score was tied, and four times Stanford won. This year, for the first time in the history of inter-collegiate football on the Pacific coast, the under graduates of Berkeley know how it feels to be winner. By every football test the Berkeley team today was superior, her men outclassing Stanford both in team work and in individual play. After the game had been on five minutes it was clearly California's day, and thereafter the fight became merely a matter of score.

Only once during the entire game was the monotony of inferiority alleviated, on the Stanford two-yard line Murphy, Stanford's quarterback, dropped back for a kick. The ball rose high in the air, descending above the five-yard line, where Murphy himself cleverly caught it, and broke away for a magnificent 50-yard run, being finally downed on the 25-yard line. Murphy, who is Stanford's star player, was hurt time and again, and although he remained in the game to the bitter end, he was practically useless for the brilliant work ordinarily expected from him.

PHILADELPHIA, Nov. 24.—On a field knee-deep in mud the university of Pennsylvania football team this afternoon defeated Cornell by a score of 13 to 0. It is doubtful if ever a game has been played under more unfavorable conditions, both as to field and the weather. A snow storm of almost blizzard proportions set in and continued without a let-up until the game had been concluded.

CLOSE GAME IN CHICAGO.
 CHICAGO, Nov. 24.—The western football championship goes to Michigan, on a field that was simply perfect for fast football and before a crowd of 12,000. The Maroons of Chicago went down before the maize and blue of Michigan today, by a score of 12 to 11.

ATE TURKEY AND LAUDED GROWING FRIENDSHIP.
 Thanksgiving Dinner at Hotel Cecil Made the Occasion of Glorification—Santiago Holds First Celebration.

LONDON, Nov. 24.—The Thanksgiving banquet of American society in London, which was held at the Hotel Cecil this evening, was for the glorification of Anglo-American friendship. Three hundred Americans and their English guests sat at table under entwined flags of the two nations. Two notable speeches were made, one by Henry White, American charge d'affaires, and the other by Sir Edwin Arnold, who was supposed to be nearly at the point of death from paralysis, but who dragged himself into the banquet hall against the orders of his physicians, leaning on the arm of his Japanese wife, and supported by a cane.

SOMETHING NEW IN SANTIAGO.
 SANTIAGO, Nov. 24.—Santiago today celebrated its first Thanksgiving since American occupation. All ships in the harbor were decorated with bunting and officers entertained friends at dinner. All regiments celebrated as well as possible under the circumstances. Turkeys were few but hopes are entertained by Americans that friends in the north will ship turkeys to them in time for their Christmas dinner.

The Royal is the highest grade baking powder known. Actual tests show it goes one-third further than any other brand.

ROYAL BAKING POWDER
 Absolutely Pure
 ROYAL BAKING POWDER CO., NEW YORK.