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on the Columbia River

The Daily Astorian

FULL ASSOCIATED PRESS REPORT

VOL. XLIX.

ASTORIA, OREGON, SATURDAY MORNING, NOVEMBER 26, 1898.

NO. 117

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.

Best Thanksgiving Yet



We've a great deal to be thank-
ful 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, inks, holders,
pen-wipers, stationery, stamp
boxes, musilage bottles—we have
everything, both elegant and in-
expensive 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

Special Saturday Sale...

NEW PLUSH CAPES

Twenty to Thirty inches
in length, full sweep, will
be sold at 60c on the dol-
lar. Also

CLOTH CAPES AND JACKETS

Great Drives in
Dress Goods.

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

Agents for New Mack-
intosh Dress Suits.

Don't Miss These Bargains

**McAllen &
McDonnell,**

470-472 Commercial Street, ASTORIA.
16-18 Third Street,
PORTLAND, OR.

IS ASTORIA OR PORTLAND OREGON'S CHIEF PORT

The Columbia River Basin's Interest in This
Vital Question—A Plain Case
Plainly Stated.

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III
PORTLAND, Nov. 24.—Editor Astorian:—
The true seaport problem between
Portland and Astoria is not merely the
relative cost of wharves,
The True Question
Quest u. by rail and by river. It
is a broader question,
namely, the relative cost of carriage
between the wheat fields and the
wharf market of Liverpool. Or, rather,
when reduced to its ultimate effect,
or, in other words, it is simply the question
as to which seaport will add most value
to our exports in the producers' hands.
The two questions are not the same in
substance and effect. The last stated
question involves no matter.
Two Distinct Questions
The first named question, however, are
wont to discuss the problem on the
first named question. In fact the Ore-
gonian asserts, with triumphant vigor,
that (since tonnage and lightage have
been made free to grain ships) 15 cents
per ton will cover the cost of wheat ex-
ports by the river route between Port-
land and Astoria. It, no doubt, referred
merely to ship expense, not including
insurance. It assumes that fact (if it
is such) settles the seaport
problem in favor of Portland.
Such a fact, though, would not settle
that problem. I am informed, through
an interview with Mr. C.
Train and P. Huntington, by a
Ship Expense. Warrenton paper sent
me by a friend, that the
famous authority declares the "train ex-
pense" between the two cities, of 1,000
tons of wheat already loaded on the
cars, would be only \$100, or 1-1-3 cents
per ton. So, if that were the true ques-
tion, it would seem to be settled in favor
of Astoria.

There are, however, other elements
that enter into the final question of the
value of the port to the
producer, besides tonnage,
Other Elements. Lightage and pilotage
on the river, there are
also demurrage and marine risks, long
delays and higher insurance, of in-
land river navigation, which figure
largely in the estimates of keen-
eyed commerce. These items of expense
are greater on the river (100 miles in-
land) than on Puget sound (184 miles
inland), and far higher on either of
those ports, respectively, than to a port
within ten or fifteen miles from the high
seas.
But far and away beyond these items
of estimate is the other great element
of Astoria—its position as a
Heavy Ship Tonnage. The cost, enter into
the total cost of getting
the wheat to market. And these freights
depend upon the size of the ship bottom—
"heavy" for land transportation and
"heavy ship tonnage" for ocean carriage
are the two great controlling factors
in settling seaport problems. OCEAN
FREIGHTS ARE CHEAPER IN LARGE
SHIP BOTTOMS THAN IN SMALL
ONES.

This is the chief element in the seaport
problem as between Portland and
Astoria—an element
The Crucial Question
The crucial question, however, is not
local discussions. The
largest ships of ocean
commerce can come into Astoria. They
QUICKLY AND SAFELY and get out
again in the manner. Only the smaller
ships can reach Portland wharves. An
8,000, 10,000 or 12,000 ton ship can come to
Astoria, while ships of only half that
tonnage can go to Portland. This fact
makes the latter a high charter port, and
the former a low charter port—the low-
est charter port. It would make a dif-
ference of perhaps 20 per cent in the
ocean charters between the two cities.
The steamers of the various Atlantic
lines range from 27 to 29 feet draught.
These include the Anchor
line, the Cunard line, the
human line, White Star
line and the Hamburg
line, with tonnage ranging from 8,125
tons to 19,500 tons. And many new steamers
have a tonnage, now, of 12,000 tons,
with a constant upward tendency as the
prima feature of competition. Many
large grain vessels have 26 feet of
draught.

Of course, with only a 24½ channel at
best on the Columbia above Astoria,
these great ships
commerce cannot reach
the wharves of Portland,
which is thus condemned
to dear charters as a port of the third
class in commerce. Why, it is due to this
fact that what is so low at Portland
the O. R. & N. steamer haul it to San
Francisco for foreign export at \$2.50 per
ton past Astoria wharves. If Portland's
future depended upon its own seaport
supremacy it would soon divide. But,
happily, its future greatness depends, as
we shall see, upon the fact that Astoria
is naturally, by all odds, the cheap-
est charter port on the Pacific coast,
with the central situation of the tonnage
belt of the Pacific Northwest and of the
Orient.

San Francisco charters will average
25 shillings. Astoria charters would be
approximately as cheap.
Charter Puget sound charters,
Compared where the largest ships
may come, average about
21s. 3d.; Portland charters average 35s.,
or over 8 per cent higher. The following
table of Puget sound and Portland char-
ters, taken from the Commercial News
(S. F.) October 13, 1898, will show the im-
portant difference in favor of Puget
sound:

Puget sound to United Kingdom—	
Leyland Bros.	31s. 3d.
Francis Fisher	31s. 3d.
Perduand Elsher	31s. 3d.
Carnarvon Bay	31s. 3d.
Buckingham	31s. 3d.
Mosambique	31s. 3d.
Ginevra	31s. 3d.
Sir Robert Fyfe	31s. 3d.
Average charter rate for Puget sound	31s. 3d.

Portland to United Kingdom—	
Los Adelphos	35s. 6d.
Holland	35s. 6d.
Port Charles	35s. 6d.
Forest Hall	35s. 6d.
Trade Winds	35s. 6d.
Penryn Castle	35s. 6d.
Lauriston	35s. 6d.
Dunrobin	35s. 6d.
Clan Mackenzie	35s. 6d.
Widdraut	35s. 6d.
John Doone	35s. 6d.
Euphrosyne	35s. 6d.
Yola	35s. 6d.
Metropolis	35s. 6d.
Invincible	35s. 6d.
Portland's average is about 35s.	

Now, it is to be carefully noted that
in the face of two most important dis-
advantages: The commerce of the Sound
(as we love to boast) is greatly inferior
to ours and the distance to Tacoma from
the ocean is nearly twice as great as
from Portland to the high seas. If these
conditions were reversed, Puget sound
charter would be 15 per cent, instead
of 8 per cent, cheaper than ours.
But all these conditions would be re-
versed, revolutionized, with Astoria as
our seaport. She would
Astoria is the benefit of all
our commerce and ex-
ports. With large acces-
sions from those of Puget sound, she
would be within an hour of the high seas.
She would have the same fresh water
advantages that Portland now enjoys.
She would be the peerless port of the
Pacific Northwest—the old "Oregon"
in the face of two most important dis-
advantages: The commerce of the Sound
is inferior to ours and the distance to
Tacoma from the ocean is nearly twice
as great as from Portland to the high
seas. If these conditions were reversed,
Puget sound charter would be 15 per
cent, instead of 8 per cent, cheaper than
ours.

Not only so, but furthermore, Astoria
Bay meets all the requirements of an
other vital feature of
Rapid Transit.
The long and wearisome
delay of a 100-mile trip up the Columbia
is fatal to the important, requisite of
modern commerce. The days of the
steamship, for instance, plying between
San Francisco and the Columbia. Say
her net profits each trip were \$4,000. If
she ran to Astoria only, and received her
cargo from the railroad, she could make
four trips as against the one that she
would make of reaching the railway
traffic. Her profits would be increased
5 per cent by having Astoria for the
seaport. Naturally this fact enlists all
steamship owners in favor of that port
and adds to the general wealth.

Rapid transit, too, is especially an im-
portant feature with tramp ocean steam-
ers. In these days of
Tramp Steamers.
Tramp steamers, competition, not
only days, but hours and
even minutes are becom-
ing important in the great trade centers.
The port that is nearest the ocean and
can afford the best facilities for rapid
transit is the one that will be preferred
by these tramp steamers. And this
Astoria's superior location and advantages
will center trade at that point with the
effect of still further cheapening char-
ters to the benefit of the producers of the
Columbia basin.

Some people rejoice that our Portland
flour mills are able to undersell San
Francisco and drive her
Flour to China market for flour. That,
however, is a sad object
lesson of the truth that Portland, as the
exporting point, cheaper our wheat far
below that of California. It forces our
farmers to sell their wheat and flour at
China prices instead of Liverpool prices.
It means a loss annually of more than
two million dollars of the "yellow boys"
for the benefit of the yellow men of the
Orient.

In my next letter, with your permis-
sion, Mr. Editor, I will give two of the
greatest object lessons in modern history
to disprove by actual experience the an-
cient claim that ocean ships must go
inland as far as possible to meet the
products of the country. In the mean-
time, let not our people lament the
plainest economic truth of western coun-
tries—that its future does not depend
upon its being the chief seaport of the
Columbia basin. Let our citizens rejoice
with exceeding joy that we have Astoria
as the handmaiden of our future great
commerce, and the agency for giving our
farmers Liverpool prices instead of China
prices for their wheat and flour. Let our
citizens study to realize the inestimable
value to us of Astoria as the great port
of the Pacific coast. It will relieve us
of the useless burdens of the Port of
Portland commission—a bubble of the
wheat pool invented upon a foolish hope
and maintained to amuse thoughtless
people with the aspiration for seaport su-
premacacy while it casts thousands of their
hard-earned money into Willamette mud.
It will induce us, too, to refrain from
further annoyance of Col. J. B. Mont-
gomery while he builds a castle for stor-
age of vanishing wheat.

PORTLAND BUSINESS MAN.
DISHONEST POSTAL CLERK.
MONTGOMERY, AIR. Nov. 25.—Postal
Clerk William J. Gordon, running be-
tween Astoria and Montgomery, was ar-
rested here last night charged with steal-
ing \$22 from the registered money ves-
sel en route coming to this post-
office. The inspectors say Carden stole
\$270 during the yellow fever season
this year, when the mails were delayed
and diverted from their regular course.

UNITED STATES WOULD PURCHASE MORE ISLANDS.

Wants Not Only Philippines and Ulran
Islands, But All of the Carolines
and the Pelew Group.

NEW YORK, Nov. 25.—A dispatch to
the Herald from Washington says:
There is reason to believe that the ad-
ministration would be willing to purchase
from Spain not only the Philippines and
Ulran Island, but all of the Carolines
and the Pelew group.
Much regret is felt in official circles
particularly among naval men, at the
failure of the president to insert in the
peace protocol a provision regarding the
Caroline and Pelew islands similar to
that relating to the Philippines. It is no
longer a secret that during the war, the
naval war board and Commander H. B.
Bradford, chief of the bureau of equip-
ment of the navy department, strenu-
ously urged upon Secretary Long and the
president the seizure of the Carolines.
In fact, one of the monitors sent to
Manila was selected by the board for
this duty, but the president failed to ap-
prove the proposition.

Behind the proposition to buy Ulran
lies the hope in some quarters that Spain
will make a counter proposition for the
cession of the entire group and the Pelew
islands for an increased compensation.
The occupation of Guam by this govern-
ment was based upon the belief that it
was a magnificent harbor and would be
an excellent stopping place between Hon-
olulu and Manila. The American commis-
sioners have now learned that the harbor
is exposed to Monsoons, that it is shal-
low, and that the island is subject to
earthquakes.
In the Carolines most of the islands
have excellent harbors, which are well
sheltered. They are heavily wooded and
supplied with fresh water, and earth-
quakes are unknown.
In addition they would, if acquired by
the United States, be the outposts for the
Philippines. The Pelews are 600 miles
from Mindanao.
The belief prevails here that the Ger-
mans will bring pressure to bear upon
Spain to prevent her from selling the
Caroline to the United States. Such an
action would undoubtedly be looked upon
as a cause for a breach of friendship.

THE CUBANS ARE AFTER THEIR INDEPENDENCE.

Commissioners to Confer With President
McKinley as to the Future Govern-
ment of the Island.

NEW YORK, Nov. 25.—The Cuban
commissioners who came to the United
States to offer to President McKinley the
views of the Cuban leaders for the fu-
ture government of the island expect to
go to Washington on Monday. Jose R.
Villan, one of the commissioners, ex-
pressed some decided views on the sub-
ject of the future government of Cuba.
"In the strength of the annexationists
very great," he was asked.
"No," he replied, "and if it were it
would make no difference. The United
States has declared to the world that it
does not intend to annex Cuba. It can
do nothing but recognize our independ-
ence. In the meantime it is practically
governor of the island, and we can do
nothing without its permission. It could
not annex us without a political revolu-
tion, and that is impossible."
General Nunez said that General Fitz-
gerald would hardly make a good gov-
ernor of the island, as he had no military
opinions and was apparently in favor of
annexation. Do you agree with him?
"Any gentlemanly soldier will make
a good governor, and especially General
Lee, since he knows our laws and cus-
toms and our traditions. A man who
knows nothing about these subjects would
hardly be acceptable to us."
Do you anticipate that there will be
any trouble between the Cubans and our
forces, when the time comes for the oc-
cupation of the whole island?
"There will be no trouble," he said,
"after a long pause. If the United States
forces behave themselves, if they are
kept under strict control, if they are gov-
erned by officers who know their busi-
ness, we will welcome them with open
arms."

Do you object to our troops at San-
tiago because some of them are negroes?
"Not at all. We have no more trouble
in our country, and many of the best
men in our army are negroes."

SAN DOMINGO SLOWLY PAYING M'KAY AWARD.

First Payment Has Never Been Satis-
fied and Man-of-War May Be Sent to
Collect the Amounts.

NEW YORK, Nov. 25.—A dispatch to
the Herald from Washington says:
Pressure is being applied to San Do-
mingo by the United States to secure
the payment of the Ozama bridge award.
This award was made two months ago
in favor of Nathaniel McKay, of this city.
It amounted to a little more than \$30,000,
one fourth of which was to be paid at
once and the rest in three equal instal-
ments of \$3,000 each.
The second payment is due next month.
The first payment has never been satis-
fied, and the administration recently gave
some consideration to the propriety of
dispatching a man-of-war to San Dom-
ingo to collect the award.
A communication has been received
from the minister for foreign affairs of
San Domingo indicating that his govern-
ment will soon settle the first payment,
and it is expected delay will be asked
with reference to payment of the second
instalment. It is not intended by this
government to wait upon San Domingo
any length of time. Should the neces-
sity arise, which, however, is not an-
ticipated, no doubt exists that the au-
thorities will send a man-of-war to San
Domingo to hasten the payment.
The state department has been informed
by the minister to Peru that one house
of the Peruvian congress has passed
a bill appropriating the amount of the
award in the famous McKay claim, and
there is little doubt that similar action
will be taken by the other house. Upon
its approval by the president a check
will be sent to the state department,
which will hand it to the claimant.

OREGON AND IOWA COALING.

NEW YORK, Nov. 25.—A special to
the Herald from Montevideo says: The
United States battleships Oregon and Iowa
and the collier Celtic have arrived here
to re-coal and take on board supplies of pro-
visions.

OURS IS A NAVY TO BE PROUD OF

And the Greatest Vessel of All
Is the Oregon, Says Secretary
of the Navy Long.

UNJUST SYSTEM OF REWARD

Mr. Long's Annual Report Recom-
mends a Correction of the Abuses
—Postmaster-General Reports

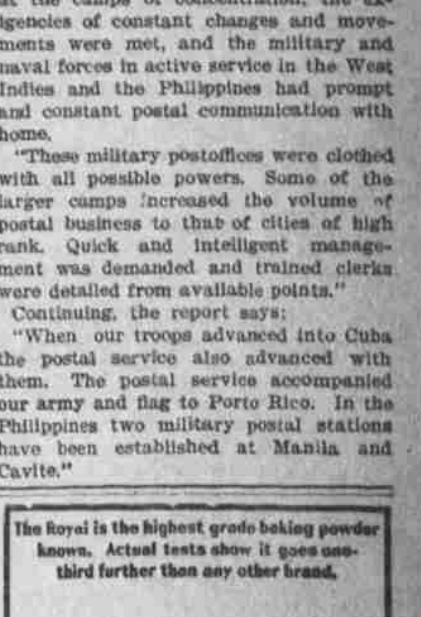
WASHINGTON, Nov. 25.—Secretary
Long, of the navy department, today sub-
mitted his annual report. He reviews
the preparations for the Spanish war and
treats at length of the operations against
the Spanish navy. Of the battleship Ore-
gon's memorable voyage the report says:
"The performance of the Oregon on her
trip from Puget sound to Key West was
so exceptional as to justify brief refer-
ence. Leaving Puget sound on March 6,
she made a long journey of over 14,500
miles to Jupiter Inlet, Florida, and was
not delayed an hour on account of her
trip. The only stops were made for
coal. Immediately after coaling at Key
West she took her place in the blockad-
ing line at Santiago, and in the great
battle of July 3 quickly developed a power
greater than that attained on her trial
trip, and a speed only slightly less, easily
distancing all other ships immediately en-
gaged, except the Brooklyn, and forcing
the fleetest of the Spanish cruisers to
surrender."
The report shows that in the Spanish
war the United States navy suffered a
total of 17 killed and 67 wounded.
There was an appropriation for the
navy department for the fiscal year end-
ing July 1, 1898, of \$113,555,666, but it is
expected \$25,000,000 unexpended money
will revert to the treasury January 1 next.
Of the system of promotions the report
says:
"The injustice of the present system of
rewarding officers for conspicuous con-
duct in battle and extraordinary heroism
is so apparent that the department de-
sires to set before congress the facts in
full and to recommend a change in the
present law on this subject. As a result
of the recent war, certain officers of the
navy who deserved reward, and who,
under the existing law, could have it in
no other way, were promoted over the
heads of their brother officers, who, by
reason of necessity for their services on
other duty, not less important, had no
chance to participate in the battles of
Manila and Santiago. This worked a
hardship in many cases, and in some in-
stances prevented officers who are of
great desert from a chance of reaching
the highest grade of the navy."
The experience of the war, the report
says, has demonstrated the necessity of
establishing a national naval reserve, to
be maintained by federal appropriations,
and to be subject to the call of the na-
tional government in time of war.
The secretary recommends that con-
gress give the department authority for
an increase in the enlisted force, when-
ever necessary, to 20,000 men and to enlist
apprentices to the number of 1,000.
In the matter of the increase of the
navy, the secretary says:
"The naval board of construction recom-
mends the following: Three first-class
battleships; estimated cost, exclusive of
armament, \$5,000,000 each; three armored
cruisers, to cost \$4,000,000 each, exclu-
sive of armament; three protected cruisers,
to cost \$2,100,000 each, and six cruisers,
costing \$1,100,000 each."

REVIEW OF POSTAL SERVICE.

WASHINGTON, Nov. 25.—The most in-
teresting review of the postal service for
some years, owing to its operations in
military and naval fields, is the report of
Postmaster General Charles Emory
Smith. Aside from a discussion of the
regular branches of the department, it
tells of the work accomplished and the
policies adopted in our territorial acqui-
sitions. The postmaster general says:
"The war entailed the necessity of a
military postal service and prompt mea-
sures were required for handling the mails
of an army of a quarter of a million men.
Large postoffices were suddenly created
at the camps of concentration, the ex-
igencies of constant changes and move-
ments were met, and the military and
naval forces in active service in the West
Indies and the Philippines had prompt
and constant postal communication with
home."
"These military postoffices were clothed
with all possible powers. Some of the
larger camps increased the volume of
postal business to that of cities of high
rank. Quick and intelligent manage-
ment was demanded and trained clerks
were detailed from available points."
Continuing, the report says:
"When our troops advanced into Cuba
the postal service also advanced with
them. The postal service accompanied
our army and flag to Porto Rico. In the
Philippines two military postal stations
have been established at Manila and
Cavite."

ROYAL BAKING POWDER Absolutely Pure

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



ROYAL BAKING POWDER CO., NEW YORK.