

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

The Daily Astorian

FULL ASSOCIATED PRESS REPORT.

VOL. XLIX.

ASTORIA, OREGON, TUESDAY MORNING, NOVEMBER 29, 1916.

NO. 119

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, ink, 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
PURE BAKING POWDER
PURE SPICES,

Pure Coffee. Pure Teas.

WALKING ADVERTISEMENT.

Every shoe that goes out of this establishment
is an advertisement that brings us new trade.
The style, the quality, the finish, the price—all
count in our favor.
People readily discern the goodness in the
shoes we sell, and the prices are pleasingly
belittled.

John Hahn,

The Reliable Shoe Dealer.

HOUSE FURNISHING GOODS

Blankets, Comforts, Bedspreads

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

Great Special 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 - 98
- Amoskeag Gingham - 58
- Figured Duck - 106
- \$8.50 Mackintosh - \$5.00

Agents for New Mack-
intosh Dress Suits.

Don't Miss These Bargains

McAllen & McDonnell,

675-677 Commercial Street, ASTORIA.
161-163 Third Street,
PORTLAND, OR.

THE PARKER HOUSE

First-Class in
Every Respect.

BAR AND BILLIARD ROOM

Special Rates
to Theatrical Parties

A. J. MASON, Prop.
ASTORIA, ORE.

ON ASTORIA BAY OR PUGET SOUND?

"Portland Business Man" Continues His Argument by Showing Which Is "Oregon's" Real Seaport.

(Copyright Reserved.)

PORTLAND, Ore., Nov. 28.—Editor Astorian: Puget sound offers a different
problem in the solution
of the question of sea-
port supremacy for the
Pacific Northwest. As
between Astoria Bay and Portland it is
largely a question of HEAVY OCEAN
"PONTAGE." But as between that bay
and Puget sound, which is a question
of gravity supplemented by far inland
navigation for ocean ships.

The question of distance from the
wheat fields to the respective ports cuts
no figure, since Tacoma
Distance from and Seattle are pre-
cisely the same, only a few miles from
the wheat fields of the In-
land Empire as is Astoria Bay. The
subjoined table of distances will disclose
the unimportant differences in respect
to distance of wheat from these ports.
Of course all the wheat of the Willamette
valley is out of reach of the Sound ports.

Distance.	
Pendleton to Portland.....	211
Pendleton to Tacoma.....	208
Pendleton to Seattle.....	209
Pendleton to Astoria.....	211
Less to Astoria than to Seattle.....	2

Walla Walla to Portland.....	245
Walla Walla to Tacoma.....	242
Walla Walla to Seattle.....	241
Walla Walla to Astoria.....	245
Less to Astoria than to Seattle.....	4

Spokane to Seattle.....	413
Spokane to Tacoma.....	398
Spokane to Portland.....	419
Spokane to Astoria.....	569

The gravity feature of the railway
connection between the wheat fields and
those ports is the con-
"Gravity"
trolling factor as to the
exports of the Pacific
Northwest. There is but
one water level pass through the
Cascade range from the wheat fields
That is the gorge of the Colum-
bia en route to Astoria Bay. It
gives the railroads a water level or
"gravity" grade from the wheat fields
to that port. Railroads from the same
points to Puget sound ports must climb
the Cascade mountains on a 2 per cent
grade. In the matter of extra expense
this loss of a "gravity" route is usually
deemed equivalent to an addition of 100
miles in distance.

That estimate of railroad engineers,
however, is materially reduced by the
fact that those railroads which
have an ample supply of
coal at each foot of
the Cascade mountains.
Thereby the expense of motive power in
crossing is very much lessened. Still,
that heavy grade is a most serious
handicap to Puget sound ports in the
rivalry with Astoria Bay for seaport
supremacy. However, they easily over-
come this handicap and that of double
distance, too, from the sea, as against
Portland, by means of the cheaper char-
ters through HEAVY OCEAN "PON-
TAGE." Notwithstanding these handi-
camps, wheat at those ports is worth 20
cents a ton more than at Portland, al-
though the farmers of the Inland Em-
pire get no benefit from the fact, BE-
CAUSE OF THE MANIPULATIONS OF
THE WHEAT POOL, in allowing "differ-
entials" and BUYING AT THE STA-
TIONS FOR A PRICE FIXED BY THE
WHEAT BUYERS.

Still the net result leaves a signal ad-
vantage in cost of transportation in fa-
vor of Astoria Bay over
Puget sound. It permits
trains and reduced train
expense of hands as well as engines,
outside of the mere question of cost of
fuel for the engines. It, without
any other favoring feature, makes
Astoria Bay easily the chief seaport
of the Columbia basin, in respect to
the GREAT ULTIMATE FACT OF IN-
CREASED VALUE OF OUR PRODUCTS IN
THE HANDS OF THE PRODUCERS. It
is nature's own declaration that As-
toria Bay is the invaluable, and unap-
proachable, friend of the farmers of this
great basin, as well as of the property
owners and merchants of Portland.

But a clinching feature of this seaport
problem between the Bay and the
Sound is the VITAL
FACT that the wheat at
Puget sound ports is
some 150 or 200 miles far-
ther from inexpensive high seas trans-
portation than wheat at Astoria Bay.
This fixes the rating of the Sound as a
second class port, because it condemns
it to higher charters. To the great ex-
pense of inland navigation is chiefly due
the rate of 21c. 24 for Sound charters
as against 26c. at San Francisco and
Astoria, which are directly on the coast
with first class harbors. This alone con-
demns Tacoma and Seattle to inferiority
as against Astoria in the struggle for
seaport supremacy. This settles the
question definitely and forever in
favor of the latter port without
reference to the further important
fact that the former ports are nearly 600
miles farther away from Liverpool, which
is the controlling market for wheat
navigation.

The unanswerable logic of this situa-
tion suggests a timely deduc-
tion in favor of Astoria Bay as against
Portland for seaport
supremacy. If Tacoma
and Seattle, with all
their disadvantages, are
superior to Portland as seaports, while
Astoria Bay is so manifestly superior
to those Puget sound ports, how vastly
superior to Portland also must it be as
the seaport of our farmers' products! Our
people should look the facts squarely
in the face. Let us not deceive ourselves.
But rather let us see whether these facts
are not really to our greatest advantage,

as I claim, and as I will show in my
next letter.

That Astoria Bay is far superior to
Puget sound as the chief seaport of this
"basin" is a conceded fact
A conceded among railroad men.
They all recognize that
at some time in the fu-
ture Astoria Bay will become the chief
exporting point. They all realize that it
is only a great combination, having
control of the O. R. & N. Co.'s line, that
prevents the operation of these great
laws of nature. They all see that set-
tled conditions, under the commercial
revolution caused by the Astoria jetty,
and the Astoria railroad, will very soon
force all the exports to Astoria Bay.

Not long since, in the Daily Astorian,
which I take, I saw an interview with
some eastern visitor.
An opinion which sets forth the
status of railroad opinion.
I will quote from it:

"How is it that you say this seaport
can capture the China and Japan trade
from Vancouver any better than Portland
or Tacoma?"
"Simply because the gateway for that
trade," said the Eastern Visitor, "is
not only the most central on which all
our American railroads can unite, and is
the only one with a water level through
the Cordillera range, but because you
can get very much cheaper charters to
Astoria." "But," suggested the Quill, "the Ta-
coma and Portland seaport advocates
deny this."

"Do they, really? Well, it is a conceded
fact in railroad circles. Why, a leading
director of the O. R. & N. recently,
in conversation with a friend, made
made that fact the basis of his objection
to making Astoria a 'common point' with
Tacoma. It came about in this way:
My friend was present when he opened
his mail, in which was a clipping from
the Astorian of 'ex-Wheat Buyer's' ar-
ticle explaining the 'common point,' and
insisting on the fairness of the O. R. &
N. putting Astoria Bay on a level with
Tacoma. The director said he didn't
know whether 'ex-Wheat Buyer' was cor-
rect or not. 'Why not?' asked his vis-
itor.

"Because Astoria is a cheaper port
than Tacoma—one get cheaper charters,"
was the frank reply.
"You know," continued the director,
"a differential has to be allowed to one
competing railroad to make up for the
advantages that another has. This is true
because the line with advantages must
have a share of the business, or it
will cut rates and demoralize the traffic;
that is to say, the absolute need in rail-
road traffic is pooling. If we made As-
toria a common point with Tacoma, we
would get all the wheat traffic, and rates
would be cut by the other roads, in order
to get a share of that traffic."

All the railroad world sees this great
truth as to natural seaport supremacy.
"Jim" Hill knows it better
than anybody, and
has, years ago, so de-
clared. He has, years ago,
come understand it thoroughly, and quake
in their boots lest Astoria and Portland
should join hands. All the world sees
the truth of the situation EXCEPT THOSE
WHOSE HIGHEST INTEREST IS FA-
TALLY AFFECTED BY THE existing un-
natural condition of Columbia exports.
Those people are the merchants and
property owners of Portland. The able
editor of the Oregonian knows it as well
as he does his classics, in literature and
in mathematics. His columns are filled
with the soundest teaching upon the
subject. His terse sentences, quoted in
my first letter, are the epitome of his clear-
est and most honest thought. It is won-
derful of repetition: "ASTORIA IS THE
SEAPORT OF OREGON. (Pacific North-
west.) NATURE HAS SO ORDERED
THAT THE STATE CAN HAVE NO
OTHER GREAT SEAPORT."

He has changed front lately on the
question. He has done so without apolo-
gy and without shame.
Yet his hypocritical in-
fluence upon the Portland
public has a Lethal
effect that offsets all memory of the
previous opinions they had on this sub-
ject under the witchery of his spell. I
submit that I have established that that
editor's original, and honest, judgment
on this vital seaport problem was
sound. I think I have vindicated that
judgment. I believe, intelligent Port-
landers, disillusioned, will agree with
Mr. Scott (and my humble self) that it
is not "an Astoria scheme," but an
"Oregon scheme." In that larger sense
of the entire Pacific Northwest.

In my next letter, I shall deal, in ex-
haustive detail, with the GREAT TRUTH
that Astoria Bay as our chief seaport
will quickly make Portland the chief city
of the Pacific coast.

A PORTLAND BUSINESS MAN.

WORK NEARLY DONE.
WASHINGTON, Nov. 28.—It is the im-
pression at the state department, in the
absence of anything save press reports
of the proceedings at Paris today, that
the commission's work is now near an
end, and that about two weeks' time will
suffice to close it up. It was said at the
state department that the next step in
order will be to begin negotiations for
the acquisition of Ulman, in the Caroline
islands, for a cable station. This is not
to be made the subject of a demand upon
Spain, but will be an offer in all sincerity
to purchase the island at a fair price. It
is not in contemplation to take all the
Caroline group.

NEARING A SETTLEMENT.

NEW YORK, Nov. 28.—The aggressive
strength shown today by the Union Pa-
cific, Northern Pacific, and Oregon Shore
Line issues was a rather convincing evi-
dence of progress in the efforts to heal
the differences between the Northern Pa-
cific and the Oregon Navigation.

JAPANESE SPIES SHOT RUSSIAN SOLDIERS

Found Within the Fortifications at Port
Arthur Securing Drawings—Other
Oriental Happenings.

VICTORIA, B. C., Nov. 28.—The steam-
er Glenogle has arrived here after a
stormy passage, bringing an interest-
ing budget of news from the restless
east. From Tien Tsin comes news which
shows that Japan has decided to resist
Russian aggression. She is preparing
to drive the czar's troops from Corea,
and to this end large detachments of
troops are being landed in the Hermit's
kingdom.

News is also at hand from Tien Tsin
that a large number of Japanese spies
have been captured by the Russians at
Port Arthur and shot. Several Japanese,
all officers of the imperial Japanese army,
were taken, and on their persons were
found drawings of the principal fortifica-
tions. But a day elapsed after their
capture before they were marched out
before a firing party of Russians and sum-
marily shot.

The rebels in Chung King, according to
advice by the Glenogle, are increasing
in power daily. The Tung Liang and
How Chow railway is completely under
their control. They have compelled mil-
lions of people to provide them with money
and provisions and are making weapons
day and night. Merchants in Chung
King have wired to Shanghai and other
ports stopping the shipment of goods.

The rebels are daily committing atroc-
ities of every sort and kind. One of their
leaders, Shi, went to the governor of
Liang Shui Chin, and demanded a large
sum of money, was refused, and the re-
bels, 200 strong, plundered the town, kill-
ing hundreds. Two days afterwards they
went to Tung Liang and demolished all
the houses of the christians, massacring
those who tried to escape, with shocking
brutality. They then declared that they
had gone to that city especially to op-
pose foreigners and christians. Others,
they said, were not to be molested unless
they offered resistance.

Two French priests and a missionary
of the C. M. S. had gone to the magis-
trate's prison for shelter and late in the
afternoon the rebels went to the magis-
trate and asked that they be delivered
up. The magistrate refused, but they
afterwards relented and allowed the re-
bels to enter the prison to take the mis-
sionaries. The Methodist had a revolver
and he was at once killed. The two
French priests were bound and carried
away as prisoners. The rebels then
retired to Wang Chou Tung. They are,
it is said, seizing and murdering christi-
ans almost daily.

According to reports from Chemulpo
matters have reached a grave crisis in
Corea.
The emperor is being worried to death
with petitions by the independence club
who are forcing him to dismiss some
of the higher ministers, when the whole
palace and take charge of the
government's affairs.

The execution of the unfortunates ac-
cused of the attempt to poison the em-
peror was a ghastly affair. The doomed
were taken from the scaffold on which
they were to have been executed, by a
mob. Then began one of the most gruesome
exhibitions of savagery and blood-
thirstiness ever seen in any land. The
condemned men were actually torn to
pieces by the mob and even when life
was extinct the most devilish indignities
imaginable were heaped on the mangled
and bleeding remains.

BUT LITTLE DOUBT THAT

BIG FIGHT WAS FAKED.

Kid McCoy's Manager Says He Had a
Straight Tip That It Was to End
in the Ninth.

NEW YORK, Nov. 28.—James J. Corbett
declared today that he believed Connie
McVey was innocent of any intentional
or prearranged wrongdoing when he en-
tered the ring during the ninth round of
the Sharkey-Corbett contest last Tuesday
night at the Lenox Athletic club, and
consequently forfeited the contest to
Sharkey. The statement of Corbett's
reply was made at the close of the in-
quiry which was instituted by the direct-
ors of the Lenox Athletic Club to fix the
responsibility for McVey's action.

W. B. Gray, Kid McCoy's manager, was
the first witness. He said that six or
seven days before the fight, while in com-
pany with McVey, he met two represen-
tatives of a local newspaper in the Astor
hotel. He told them that a friend of his,
whose name he was not at liberty
to divulge, had informed him that the
best way to lead in the ninth round, and
that Sharkey would be declared winner.
Sharkey, on his own behalf, stated that
the fight was "on the level." He said
he went into the ring to win and was
convinced that he would have knocked
Corbett out in another round had the
fight gone on.

Jim Corbett, the last witness, said: "I
won't believe McVey was bought. He has
been with me for many years. I have
supported him and he has eaten my bread
and butter. After we returned to my
home, I better known as 'Burrhead,'
said to my brother Tom: 'I could not see
that big fellow licked and I got into the
ring. That is all there was to it.' I had
the better of the fight from the second
round."

Sharkey interrupted Corbett, saying:
"Why, you didn't have a dead man's
chance."
Corbett replied: "I never faked in my
life."
"Neither did I," replied Sharkey.
Both men assumed a menacing attitude
and it looked for a moment as if there
would be a brawl. Corbett continued:
"You're too ignorant to understand when
a compliment is paid you, Sharkey, but
I'm 'Gentleman Jim,' and always will be."

SHOT IN THE BACK.

DENVER, Nov. 28.—A special to the
News from El Paso, Tex., says: A J.
Kings, better known as "Burrhead,"
the celebrated Tarquillo mine, 50 miles
north of El Paso, in New Mexico, early
this morning by a Mexican, with whom
he had a quarrel about a trivial matter.
DeMule was shot in the back with a
high-caliber while eating breakfast, and
was instantly killed. The murderer at-
tempted to escape, but was pursued and
captured by several American employes.
After his capture a determined effort was
made to lynch the prisoner by the mine
employes, but the Americans who had
him in custody and several railroad men
stood guard with Winchester and pre-
vented mob violence.

STORM CAUSES GREAT DAMAGE

New England Coast Swept by a
Blizzard, Entailing Great
Loss to Shipping.

MANY LIVES HAVE BEEN LOST

Quite Probable That Over One Hun-
dred Are Drowned—Scores of Ves-
sels Were Dashed to Pieces.

BOSTON, Nov. 28.—It is known defini-
tely tonight that more than 70 lives have
been lost in the wrecks of tug, schooners
and coal barges during the storm of Sat-
urday night and Sunday morning, and if
the steamer Portland has also gone down,
as now seems possible, the list of casu-
alties will rise to 150, with over 100 ves-
sels of all descriptions ashore, two acres
of them to be total wrecks and an un-
known number probably beneath the
waves of Massachusetts bay.

There is scarcely a bay, harbor, or inlet
from Penobscot to New London, which
has not on its shores the bones of some
stranded craft, while all along Massachu-
setts bay, and especially Boston harbor,
beaches are piled high with the wreck-
age of schooners and coal barges. The
record, although hourly lengthening, is
still incomplete, for that ocean graveyard
of Cape Cod is still to be heard from.
The annoyance and inconvenience of the
railroad and street car embargo, covering
the whole of southern New England,
waves of Massachusetts bay, is
of destruction wrought by wind and
waves, yet it will be many days before the
full import of disaster is known, or even
realized.

The islands of Boston harbor are with-
out exception strewn with wrecks and
wreckage, and no less than 20 vessels are
ashore at Gloucester. Over 20 in the
protected safe harbor of Vineyard Haven
perished their anchor chains yesterday
are high and dry on the beach. Nantuxet
beach saw two schooners and a coal
barge dashed to pieces on its sands; the
wreck of Colman's chained steamer fish-
erman Schmitz, a well known pilot boat
of the Manchester, a down-east lumberman,
while one tug and three barges, known to
have been between Cape Cod and Boston,
are unaccounted for and probably are
lost. The upper harbors of Boston,
Falmouth, Salem, Elizabeth, Portland,
and other places, where vessels were sup-
posed to be comparatively safe were the
scenes of numerous collisions between
ships and wharves. Every lifesaving
crew performed deeds of heroism in res-
cuing the drowning.

Beyond Deer Island lies the big Wilson
Harbor, Ohio, and the steamer C. J. White,
of Taunton, is ashore on Spectacle Island.
It is a matter of surprise to harbor
pilots how the Ohio reached her present
berth. She stands up boldly, without
semblance of a list, on a hard gravel
bottom, in water which is five feet deep
this morning hardly came to the level of
propeller shaft. That she should be in
such shallow water is due to the fact that
the tide in which she went ashore was 16
feet above the usual flood tide. Accord-
ing to some wrecking masters, the only
way to save the liner is by dredging a
channel from the Ohio into deep water.

Leaving Spectacle Island astern, a sorry
sight is presented. The three-masted
schooner Calvin F. Baker in on Sing
Rooster, midway between Boston light and
Brewster's, and the mainmast has been
whipped out and hangs dangling over the
side. From this wreck two men were
taken off. Three bodies were seen washed
ashore. Two of them were secured and
life was found in them, but the other had
been frozen stiff to his lashings. The
survivors and the body were taken to
Hull. On shore stood scores of men who
were ready to risk their lives to save
those who were on many of the vessels
in the offing driving to destruction.

Captain James, of the lifesaving crew
was there with his men. He said the
wind blew so fiercely that not men enough
could find room in the boat to row against
the wind. Out of the driven snow came
the dim outlines of a barge, with the
forms of five men discernable on the
deckhouse. With a mighty crash as it
came down on the receding wave it
No. 1 struck shore, only to crumble and
then melt into fragments, which the
waves in another minute cast upon the
shore. In that instant five men escaped
impending death, for as the barge split
in twain, the deckhouse slid off toward
shore into the surf, and at the same time
the men on shore with lines about them
rushed into the water and pulled out the
sailors. A moment later barge No. 4
came ashore and was ground up by the
waves, but nothing was seen of its crew.
Soon after this other wreckage came
ashore, and this morning it was seen that
both the Abel C. Babcock and the Samuel
W. Tilden had been wrecked. No sign of
the crew of either vessel was found.

STEAMER BELIEVED LOST.

BOSTON, Nov. 28.—The managers of the
Boston & Portland Steamship Com-
pany.

(Continued on page three.)

ROYAL Baking Powder

Made from pure
cream of tartar.
Safeguards the food
against ailment.
Alum baking powders are the greatest
menaces to health of the present day.
ROYAL BAKING POWDER CO., NEW YORK.