

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

# The Daily Astorian

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

FULL ASSOCIATED PRESS REPORT  
ASTORIA, OREGON, WEDNESDAY MORNING, NOVEMBER 30, 1898.

VOL. XLIX.

NO. 120

**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.**

**DOLLS! DOLLS! DOLLS!**

Our Dolls are ready for inspection.

We can Show you 75 different styles and sizes

Call and see 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 ADVERTISEMENTS.**

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 dollar. Also

**CLOTH CAPES AND JACKETS**

**Great Drives in Dress Goods.**

**Agents for New Mackintosh Dress Suits.**

**Don't Miss These Bargains**

**McAllen & McDonnell,**  
470-472 Commercial Street, ASTORIA.  
121-123 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.

## PORTLAND'S VAST GROWTH THROUGH ASTORIA'S PORT

### She Would Become the Greatest Commercial and Railway Center of the Pacific Coast.

(Copyright Reserved.)

VI.

PORTLAND, Ore., Nov. 27.—Editor Astorian: Having shown that Astoria Bay as the chief seaport would add the greatest value to our exports in the hands of the producers, I wish now to show that it would make Portland the chief city of the Pacific coast, rapidly increasing its trade and population and quickly doubling all of its real estate values.

Our people fear it would ruin the trade and growth of our city, making it the abode of bats and owls.

Portland? How? Why, they say, it would cause the loss of some 150 foreign ships from our wharves, with a resulting loss of at least \$50,000 of ship chandlery's trade annually. And so it would. If we do not do it, however, our city will become a mere half-way station on the route from the Willamette valley to Seattle as the chief seaport. But let us inquire what compensation to Portland there would be for this serious subtraction from our local trade.

We have seen from my previous letters that it would add annually at least some \$25 per ton to the values of the wheat product of this basin IN THE HANDS OF THE PRODUCERS. With a million and a half (estimated) tons of wheat, annually, this means nearly four million dollars of wealth each year added to the pockets of the farmers who trade in Portland. This wealth would percolate all the avenues of life among a population of, say, two millions. It would add to the general prosperity and, unlike the ship chandlery, its beneficial effects would reach every branch of trade in our city. Surely, this would be of far greater benefit to Portland than the loss of a half million dollars of ship chandlery's trade. The latter is a gain of, say, 20 per cent in our wealth, or \$100,000 only, while the former is a permanent gain of forty times as much wealth.

Of course, this change of port would hurt the great pool, but then—we can stand that!

This increase in wealth and traffic must necessarily very sensibly improve travel and freights on the Portland's own railroad O. R. & N. Co. —the O. R. & N. It is the serious and persistent object of that great railway company to increase the wealth of its patrons and develop its tributary country, so as to increase its traffic. Surely no one line of its effort could produce a more extraordinary benefit than this. The increase of Portland's traffic with the interior would mean increased traffic for this road. Not only this, but the vast benefit TO THE PRODUCER in the greater wealth forces at Astoria Bay would speedily value all the wheat to that port over that line from the Inland Empire. Instead of hauling half the wheat from east of the Cascades (some 12 million tons) as now, the O. R. & N. would then haul it all.

BE a far grander benefit to Portland would flow from the commercial revolution to follow a change of the chief seaport to Astoria Bay. It would force all the transcontinental railroads, and others now en route to the Pacific Northwest, to send their main traffic lines through Portland on their way to the chief exporting point. This would necessarily make our city the permanent railroad center of this great western region. On the other hand, with Astoria Bay excluded as the port, it is perfectly manifest that Puget sound, Seattle, would soon acquire seaport supremacy over Portland. This would force the great railway lines to concentrate at Seattle, leaving Portland simply a way station on one line from Willamette valley on its way to the Sound. It would surely wrest from Portland its natural right, as the converging point of all the water levels, to be the undisputed railroad city if Astoria Bay should be the exporting point. The value to Portland of being the railroad center of this mighty region would be vast beyond calculation. It would make her the mistress of commerce. Its effect upon the growth of our trade, population and real estate values would be very great indeed. Yet, under existing conditions that status is seriously menaced.

These benefits arise out of the local situation. There is of vast importance to Portland. Yet there is a much greater benefit to flow to us from making Astoria Bay our chief seaport and thus concentrating all our railway lines upon that port. The trade with the Orient, now being eagerly sought by all of England's wealth, is playing a high hand for it. Railway concentration upon Astoria Bay as the chief port of the Pacific coast would enable us to force most of that trade over our lines. That great seaport's central situation, its water level grade through the Cascades (the only one north and south for 1,500 miles) to the summit of the Rockies 1,500 miles away to the east, and an interior country six times as rich as the basin of the Fraser and Thompson rivers, would easily enable it to corral that Oriental trade from the Canadian Pacific. Puget sound can't do it. Neither can San Francisco, which has tried and failed. Of course Portland can't do it. The principle of HEAVY OCEAN TONNAGE alone would make her a pivot point of Vancouver, B. C., one of the finest first class ports in the world. What, then, would be the result of this great stream of traffic upon Portland's growth? Why, plainly, it would make the Columbia basin what nature intended, the very center of the great western trade. It would double its population and double its wheat product, doubling thereby those

have before them the entire treaty for amendment, approval or rejection. On all points outside the protocol there will be friendly negotiations only, Spain having the right to name the prices she wants for her territory, and to reject or accept the American offer. The Spaniards, no less than the Americans, are now anxious to conclude the business which brought them here.

**THE SPANISH SIDE.**

NEW YORK, Nov. 29.—A dispatch to the World from Paris says: Spanish Peace Commissioner Abarzua, discussing the peace negotiations, said: "We have defined our mission here and have agreed to make a treaty of peace, but we do under protest that our sovereign rights over the Philippines are still intact. Our memorandum today sets this fact forth, though admittedly it cannot affect the treaty."

"We lose our colonial empire, but America does not know what new and difficult responsibilities she is undertaking. The island of Mindanao alone will keep her busy for years."

Being asked if the treaty will contain any reference to debts, Senator Abarzua answered:

"As much as the Americans have put these questions aside and have refused to take them into account when framing the treaty. Subsidiary matters, such as the cable stations and so on will be dealt with separately."

"I don't expect more than two or three sittings after Wednesday," Senator Ojeda, the principal Spanish secretary, said.

"Peace is assured. We have agreed to sign the treaty in accordance with the protocol of Washington, but at the same time protesting our sovereign rights over the Philippines and stating that we only wish to have the American terms owing to our inability to renew the war and in the presence of superior force."

Secretary Moore, of the American commission, puts it this way:

"The Spaniards accepted our conditions unreservedly and a draft of treaty will be submitted before the joint meeting Wednesday. They have accepted \$20,000,000 for the Philippines."

The American commissioners are highly pleased and relieved that the crisis has been successfully surmounted. They did not at all relish the possibility of failing in their task.

President Day remarked, with undignified satisfaction:

"I hope we shall be sailing for home in a fortnight. Everything is now clear."

The Spanish commissioners were gloomy and distressed at Monday's meeting. There was no interchange of the usual compliments and civilities. They were performing an ungrateful task under compulsion. It is known now that Senator Montero Rios asked Premier Sagasta to accept their resignation from the commission rather than force them to accede to the terms of Spain's colonial empire, but Sagasta appealed to them to fulfill their mission in the interest of the dynasty.

For the first time since the meeting of the commission the Spaniards have left off the gravity of their pathetic dejection. When General Ojeda entered his carriage he put a handkerchief to his eyes, being overcome with emotion.

Montero Rios left the meeting place with bowed head and a spiritless gait, the picture of dejection.

Secretaries Moore and Ojeda will meet today to begin a treaty in conformity with the American demands, including the relinquishment of Spanish sovereignty over Cuba, the ceding of Porto Rico and of the entire Philippine group. The draft will be ready Wednesday, when the American commissioners will present it from articles and other matters referred to their last propositions which are to be embodied in the final treaty. Only verbal discussions will be held then. It is expected that the treaty will be signed within two weeks from today.

**INSURGENTS MAY YET CAUSE US MUCH TROUBLE.**

Administration Has Made Preparations to Quell Any Outbreak Which May Occur at Manila.

WASHINGTON, Nov. 29.—The apprehension which manifested itself some time ago over the attitude of Aguinaldo and the Philippine insurgents has not entirely disappeared, though the administration believes they will accept the situation without conflict with the United States. The matter was discussed at the cabinet meeting today, and some of the views expressed indicated the possibility that the insurgents may have to be dealt with.

Meanwhile, however, the president expects that serious trouble with Aguinaldo will be avoided, but at the same time has guarded against outbreaks by taking precautionary measures. The American force already in occupancy of part of the Philippines is regarded as altogether adequate to cope with any emergency.

**ADVICES FROM MANILA.**

MANILA, Nov. 29.—At the Loyal Legion banquet here yesterday 20 guests were present. Nearly every commandery was represented. General Anderson presided and Rear-Admiral Dewey was received by a guard of honor from the Oregon regiment. The speakers were Generals Anderson, Harrison, Gray, Otis, Reeve, King, and MacArthur; Captains Glass and Coughlin, and Colonel Hawkins.

The Concord has sailed for Caton. The steamer Culgoa has arrived from Sydney, N. S. W., with supplies. She has been transferred to American landing. The transport Zealandia has arrived here with reinforcements. Other transports are expected daily.

It is reported a section of the insurgents called "the guard of honor," who are opposed to Aguinaldo, were captured at San Ignatio, in the province of Pangasinan, island of Luzon, at the instance of Spanish priests.

Casas Espanol here has donated \$40 to each Spanish officer and \$10 to each private in captivity by the insurgents. The Philippine papers are demanding good roads into the interior for the transportation of produce, which now is wasted.

Advised from Iloilo say the natives of the Visayan islands have established a republic independent of Luzon. In some of the islands hostilities are proceeding between rival republics.

**TERRIBLE TURK WON.**

PHILADELPHIA, Nov. 29.—Adahl, the Terrible Turk, won tonight's wrestling match at the Arena from Iador, the Russian wrestler, in two successive falls.

**AWFUL STORY OF THE STORM**

Terrible Blizzard Which Swept New England Coast Caused Great Suffering.

**MANY VESSELS WERE LOST**

Among the Wrecks is the Steamer Portland, Which Carried Over One Hundred Persons.

BOSTON, Nov. 29.—Passing hours do not bring an end to the reports of wrecks and the loss of life up and down the New England coast, as the outcome of Saturday's terrific storm. From Cape Cod the most terrible accounts of ruin and hunger must come, and then the loss of the steamer Portland, with all on board, nearly 100 souls, overshadows all. The graveyard of the coast, the treacherous bars and rips on the outside of Cape Cod, have claimed victims without number. Miles and miles of coast line is piled high with wreckage, most of which is ground so fine by the waves that identification of the helpless craft is impossible. The telegraph wires are down and railroads cannot break out of the snow drifts, and this feature is distressing, as much suffering from cold and hunger must ensue among the poorer people in nearby hamlets.

"Tonight the only means of reaching Cape Cod is by steamer across Massachusetts bay. Word from Provincetown tells of nearly 30 total wrecks, with the number of lives lost unknown."

**PORTLAND PROBABLY LOST.**

BOSTON, Nov. 29.—The arrival in this city from Cape Cod of a party of hunters has added to the excitement attendant upon the report that the steamer Portland had been wrecked on Cape Cod, through their reporting that it is the belief of lifesavers on the outer side of the cape, south of Nauset light, that the Savannah line steamer had struck on Peaked Hill bar. Each member of the party saw bodies washed ashore at Nauset, and the lifesavers claimed to have seen a board in the surf bearing the name of the Gale City. The surf is full of articles from the vessel's general cargo.

**TWENTY-SEVEN VESSELS LOST.**

PROVINCETOWN, Mass., Nov. 29.—Twenty-seven vessels were driven ashore and totally wrecked in this neighborhood during the storm. From the majority of these the crews were saved, although several lives were lost. Four or five of the wrecks were coasters and the rest were fishermen. During the storm shipping was destroyed and the beach was strewn with wreckage, the streets were flooded and wharves drifted out to sea. The list of casualties includes the schooner Daniel Danna, Mary Cabral, Isaac Collins, the steamer A. B. Nickerson, of Provincetown; the schooners Clara Hayward, of Gloucester; Sylvester Whalen, of Boston; P. P. Foster and F. H. Smith, of Provincetown; and the fishing schooner or Unigue, of Boston. Fragments of the schooner R. Walker, of Gloucester, and the coaster Adair E. Snow, of Rockland, Me., drifted ashore at Race Point this afternoon. Flour, pork, lard and whisky barrels have been drifting ashore along the beach between Race Point and the Highland Light life-saving station today. Several bodies also have drifted ashore near Highland light and part of a boat marked "Steamer Portland."

The Wood Island lifesavers made several gallant efforts yesterday to reach the schooner Jordan M. Mott, bound from New York to Rockland with coal, and finally succeeded. The Mott put in bars on the 29th for a harbor and sank early the same night. The captain and crew of five men took to the rigging. Terrible seas and a gale prevailed at the time. The captain, Charles F. Dyer, lashed his father, C. G. Dyer, who acted as steward, to the mast. For 18 hours they were exposed thus before assistance arrived. When the Wood Island crew made its successful launch and came within halting distance of the Mott, Captain Dyer said:

"I can hold on. Save my crew. My father is frozen stiff. Do not wait to cut his body down, for the crew are freezing."

The three-master Lester A. Lewis, Captain Kimball, from Ellsworth, N. J., for Bangor, with a cargo of phosphate and gunno, came ashore after the Mott. Captain Dyer, of the latter, thinks both captain and sank about the same time. The captain and crew of the Lewis also perished together. The Peaked Hill life-saving station reports that the schooner Albert L. Butler, Captain Leland, from Black River, Jamaica, for Boston, went ashore one mile east of the life-saving station. Mate Hubbard, Sailor Offlander and a colored passenger named Wetherburn were drowned.

**BARGE AND CREW LOST.**

NEW HAVEN, Conn., Nov. 29.—Captain H. L. Chandler, of the tug Sea King,

**ROYAL Baking Powder**

Made from pure cream of tartar.

Safeguards the food against alum.

Alum baking powders are the greatest menaces to health of the present day.

ROYAL BAKING POWDER CO., NEW YORK.