

# The Morning Astorian.

## The Eclipse Hardware Company

ARE PREPARED TO DO ALL KINDS OF PLUMBING AND STEAM FITTING in a first-class manner STEAM AND GASOLINE BOATWORK A SPECIALTY None but first-class workmen employed 527 TO 531 BOND STREET

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Fancy and Staple Groceries FLOUR, FEED, PROVISIONS, TOBACCO AND CIGARS..... Supplies of all kinds at lowest rates, for fishermen, Farmers and Loggers. A. V. ALLEN, Tenth and Commercial Streets

THE PALACE Finest Restaurant in the City Regular Meals 25 cents Sunday Dinner a Specialty W. W. Whipple EVERYTHING THE MARKET AFFORDS

Drop Head Sewing Machines \$17.50 ...AT... FISHER BROS.

A Hold Up We hold up our line of Stoves and Ranges to the public for inspection. Prices on all Heating Stoves we have shot to pieces. W. J. Scully, 431 BOND STREET, Between Ninth and Tenth

How to Make \$1.00 Work Like Sixty Buy Your House Furnishing Goods of.... Chas. Heilborn & Son

New Line of Chairs just received. These goods were delayed in transit. We are now offering them at greatly reduced prices. IRON BEDS. We still lead! We have just received six new patterns which are steam winders. DINING ROOM FURNITURE. See window display. We lead, others follow. Our line of Sideboards has been greatly enlarged, likewise our line of box-seat dining chairs. OFFICE FURNITURE. At reduced prices. Roll top desks, flat top desks, book keepers' standing desks. Office chairs of all kinds.

Chas. Heilborn & Son

## EASTERN OREGON VERY PROSPEROUS

Business Conditions Are All That Could Be Desired in That Section.

### SENATOR FULTON RETURNS

Says Mining and the Sugar-Beet Industry Are Reaching Proportions, but Passes Over Politics.

Hon. C. W. Fulton returned yesterday from a trip to Eastern Oregon. He had been away for a week or ten days on pleasure. An Astorian representative who called on Senator Fulton yesterday afternoon asked him about his trip and conditions generally in the eastern portion of the state. Mr. Fulton said:

"I visited Baker City, La Grande and Union. All three places are exceptionally prosperous. Baker City, in particular, is enjoying a remarkable growth in both population and business. New buildings are under construction in every part of the city—fine business blocks and beautiful residences—while an air of thrift, prosperity and energy is everywhere in evidence. Baker is the supply point for all the vast and rich mining region of that section, where numerous rich mines are being worked and many others of great promise are being developed. Capitalists from all sections of the country are daily arriving at Baker, seeking investment in mining property, for the fame of her mines is now world-wide.

"Excepting the Hotel Portland, the Gemerald of Baker is surpassed by no hotel in Oregon. Its arrangement is perfect, its finish elegant and its table service and appointments in every respect all that one could wish. It is a credit to any city. I wish Astoria had a duplicate of it.

"Both La Grande and Union give every evidence of substantial growth and prosperity. Their citizens are wide-awake, energetic and confident of a great future for that locality, and I am just as confident that they will not be disappointed. The sugar-beet industry of the Grand Ronde valley has now passed beyond the experimental stage and has taken rank as one of the great and important industries of our state. Those engaged in beet growing, however, have had a long, hard struggle, attended by many discouragements and severe losses. Fortunately they possessed the wisdom and courage to persevere in the face of every obstacle and the result is assured success and prosperity for themselves and an additional and valuable industry for Oregon.

"The early stages of sugar-beet culture are attended by many difficulties that experience only can overcome. In the first place, it is only after the third or fourth crop that the ground is in, or can be brought to, the required condition for profitable production. Then a certain amount of experimental work, extending through a period of years, must be done in every new locality, in order to ascertain what soil and conditions are there most suitable, before that degree of success which makes profit possible can be attained. No matter how much experience you may have had in one locality, going to a new one you cannot avoid this experimental work. Often times in the same field the soil of one portion will prove suitable for beet culture while that of another portion will prove wholly unsuitable.

"These considerations induced me, in 1898, to support the sugar-beet bounty bill, then pending before the legislature, for I thought the burden of introducing a new industry, so important to our state, ought not to be borne by a few, however enterprising and courageous they might be. The bill, however, failed, but the farmers of the Grand Ronde refused to abandon the struggle, and, although many of them were badly crippled in the early part of the engagement, success has finally crowned their efforts. Last year the product of the La Grande factory was nearly twelve million pounds of sugar. The coming season will see about one thousand more acres in beets than last. Those engaged in beet growing are now making money. I was told of one gentleman, one of the principal growers, who netted \$22 per acre on his beet crop last year. That, you will observe, is 8 per cent per annum on a valuation of \$400 per acre, and there are thousands of acres of equally as good land in that most beautiful of valleys.

"There has been no winter yet, in Eastern Oregon, this season. Indeed, the miner, lumberman and farmer alike are considerably concerned lest there shall not be a sufficient snow-

fall to insure the best results the coming season, for, however beneficial the results of a Republican state and national administration (and to these Eastern Oregon, by a large majority, will testify), sunshine and storm are still necessary to success in these industries.

### WILL ATTEND CEREMONIES.

Vanderbilt Will Be Present at Coronation of King Edward.

NEW YORK, Jan. 20.—Among the Americans who will be present at the coronation of King Edward VII. of England will be William K. Vanderbilt, who will sail for Europe in a few days. Before that event Mr. Vanderbilt will attend the horse races in which his own trotters are to take part.

Mr. Vanderbilt has just given a farewell house-party at Oakland, L. I., home "Idle Hour," 25 guests accompanying him to Idle Hour from this city.

### TEAM DRIVERS' STRIKE.

BOSTON, Jan. 20.—Because of the refusal of forty-seven of the master teamsters of this city to be governed by the agreement entered into a little over a week ago between the team drivers union and the Master Teamsters Association, 500 employees of those concerns voted to strike today.

DAMAGED BY FIRE. FALL RIVER, Jan. 20.—Fire in the Globe Yarn Mills of the New England Cotton Yarn Company has damaged the plant to the extent of about \$200,000.

## WILL HEAR COMPLAINTS

### WASHINGTON PILOT COMMISSIONERS TO MEET.

Purpose Is to Investigate the Reports as to Inefficiency of the Service.

The following self-explanatory resolution was adopted by the Washington pilot commissioners at a meeting held Saturday:

"Whereas, Various and diverse newspaper reports have come to the attention of the board of pilot commissioners of the Columbia river and bar, for the state of Washington, wherein it has been contended that the pilotage system on said Columbia river and bar has not the requisite number of pilots to properly handle the shipping interests thereon, and that for said reason loss has resulted from delaying as well as endangering the same; and,

"Whereas, Various reports have been made which have come to the said board that the present pilot system is largely under the control of the tug system on said river and bar, and that by and through such control, the pilots have been hindered and delayed and often prevented from performing full and efficient service as such; and,

"Whereas, Statements have been made to members of this board by several commanders of ships bound to the Columbia river that the tug system is and has been for more than a year last past poorly served and inadequate to give good and prompt service, according to the shipping demands at the mouth of said river and bar; that because of the same frequently great loss and damages have resulted to commercial interests by delays, and inability of sailing ships to gain ingress and egress to and from said river; that on several occasions vessels which would have been able to get over said bar into said river, if said tug service had been prompt and efficient, have been stranded or lost, and that for said reason one pilot has been lost; therefore, be it

"Resolved, That this board meet on Tuesday, the 4th day of February, 1902, at 10 o'clock a. m. of that day, in Tiwaco, Wash., for the purpose of hearing any and all complaints regarding the full condition of the matters aforesaid, in order to ascertain the actual facts therein, and so far as its jurisdiction extends, to take such steps and make such orders therein as may be deemed necessary toward enforcing rules and regulations for the best interests of the general public and abating any infringements of the said service, as well as gathering data for recommending legislative action toward protecting and covering the full control of said public matters; and be it further

"Resolved, That the secretary furnish the Oregonian and Telegram, of Portland, Ore., and the Astorian, of Astoria, Ore., and the local papers with a copy of this resolution, with a request to publish the same as a notice to all concerned."

The resolution was adopted unanimously and is attested by J. J. Brumbach, secretary of the Washington board.

## NAVAL BATTLE IN PANAMA HARBOR

Fight Between the Fleets of the Revolutionists and Colombia Government.

### SIX VESSELS PARTICIPATED

General Carlos Alban Killed During Battle—Many Men Killed on Government Warship Lautaro.

COLON, Jan. 20.—A naval battle, which began at 6 o'clock this morning, is in progress in the harbor of Panama. The revolutionary fleet consists of the steamers Padilla, Darien and Galien. They are trying to force a landing off Saona.

The government ships are the Lautaro, Chiclico and Boyaca. The government gunboat Boyaca has just moved to the dock here. She brings troops from Chilibiqui. She reports that the revolutionary steamers Padilla, Darien and Galien drew off when they became aware of her presence.

The Darien is reported to be in a sinking condition.

### PIVE VESSELS SUNK.

NEW YORK, Jan. 20.—The Panama Railroad Company received a cablegram from Colon, saying three insurgent and two government vessels had been sunk in the naval engagement in Panama harbor.

### REVOLUTIONISTS DEFEATED. WILLEMSTAD, Island of Curacao, Jan. 20.—The insurgents who attempted to capture Maracabo Sunday were adherents of General Hernandez, who is still kept in prison by President Castro.

The fight ended in the defeat of the revolutionists.

### GENERAL ALBAN KILLED.

Philadelphia's Crew Goes to Assistance of the Sinking Lautaro.

PANAMA, Jan. 20.—General Carlos Alban, military commander of this district and governor of Panama, was killed during the fighting this morning.

Some of the men killed on the government ship Lautaro have been brought ashore.

Fire broke out on the Lautaro and later the crew of the Philadelphia went to her assistance and attempted to put out the fire. While they were thus engaged the Lautaro sunk.

The revolutionary gunboat Padilla surprised the Lautaro at the opening of the fight this morning, and began shooting at close range. Many men on the Lautaro were killed. The revolutionary gunboat Darien, as this dispatch is written, is approaching the United States cruiser Philadelphia, probably for the purpose of a conference.

The firing has ceased. It is impossible to locate the revolutionary gunboat Galien.

### NO NEWS AT WASHINGTON.

Colombian Minister Receives No Word—American Interests Will Be Protected.

WASHINGTON, Jan. 20.—No word has yet been received at the Colombian legation touching the reported naval battle between the government ships and the revolutionary fleet off Panama. It is feared the death of General Alban will have a demoralizing effect upon his army.

Dr. Silva, the Colombian minister here, has been assured by the state department that anything in the nature of a bombardment of either of the isthmian towns would be prevented by the American naval representatives.

Captain Mead, of the Philadelphia, has the same general instructions from Secretary Long which governed the actions of Captain Perry, of the battleship Iowa, when the Liberals captured Colon, and he will intervene only when American interests or treaty rights are threatened.

### GOVERNOR TAFT ARRIVES.

SAN FRANCISCO, Jan. 20.—The transport Grant, with Governor Taft on board, arrived from Manila tonight.

### CENTENARIAN'S BIRTHDAY.

Leonard Roeder, Who Has Witnessed Conflict on Plains of Waterloo.

## PANAMA ROUTE IS RECOMMENDED

President Transmits to Congress Supplemental Report of Canal Commission.

### ESTIMATES ON TWO ROUTES

Nicaraguan Waterway Would Cost \$180,804,002, and That of Panama Would Be \$184,133,358.

WASHINGTON, Jan. 20.—The president today sent to congress with a message, simply of the transmittal, the supplemental report of the isthmian canal commission in which it is unanimously recommended that the offer of the new Panama Canal Company to sell all rights, property and unfinished work to the United States for \$40,000,000 be accepted.

The report gives detailed figures on the assets and liabilities of the Panama company, and summing up these items, the total value of the property is found to be: Excavating done, \$7,416,624; Panama railroad stock at par, \$4,886,200; maps, drawings and records, \$2,000,000; Total, \$14,302,824. To which add 10 per cent to cover commissions, \$1,430,282; total, \$15,733,106.

### COMBINATION OF LINES

OCEAN STEAMSHIPS ABOUT TO CONSOLIDATE.

Mr. Morgan's Idea Is to Call the New Concern the American Line.

NEW YORK, Jan. 20.—Considerable interest is being taken by steamship men in London and Liverpool over the visit of Mr. Pierrie and Mr. Wilding to New York, cables the Herald's London representative.

There seems no doubt that their mission is to discuss with Mr. Morgan the amalgamation of several big steamship lines. The opinion prevails that some sort of consolidation will be effected, whether for general or freight traffic only. It is well known that Mr. Morgan, representing, as he does the Leyland line, which numbers 27 vessels, is anxious to bring about a combination of lines which shall practically control the freight trade, at least, between America and England ports. It is known also that the American line backed by the Pennsylvania railroad is willing to enter the consolidation. Then, of course, Mr. Morgan represents the steel corporation, and with one of the great English companies as a member of the combination he will be in a position to dictate terms.

Mr. Ismay and the others represent the White Star line and some steamship men believe that the announcement of consolidation, with them and other great lines will follow soon after the conference with Mr. Morgan.

From a source which there is every reason to believe trustworthy it is learned that Mr. Morgan's idea to call such a new concern the "American Line" and this is the one thing to which the White Star people are unwilling to agree. The manager of the present American line has been named as manager of the consolidated lines. The Canard company, it is understood, is watching the outcome of the conference with interest as the combination if effected will make it the only large independent English line running to New York.

### AGED CITIZEN DEAD.

CHICAGO, Jan. 20.—Charles A. Reno, who is said to have been the first retail coal dealer in Chicago and to have supplied the domestic trade entirely with a one horse wagon at one time, is dead at his home in this city. He was 84 years old and came to Chicago in 1848. His business grew with the growth of the city and later organized one of the leading firms of Chicago. Mr. Reno became a police commissioner in 1872 and held the office until it was abolished by the present city charter.

### DEATH OF FATHER CASSIDY.

NEW YORK, Jan. 20.—The Rev. Peter Cassidy, S. J., is dead of pneumonia. He was born in England, May 13, 1825. He taught at St. Francis Xavier, St. John, Boston College, Georgetown University and was president of St. Peter's college, Jersey City, for three years. He spent the last four years of his life in missionary labors in Canada and in this country.

### BIG FIRE AT HOQUIAM.

PORTLAND, Jan. 20.—A special to the Oregonian from Aberdeen, Wash., says the Western Basket Company's plant at Hoquiam burned this morning. The loss is estimated at \$80,000. The fire throws 60 persons out of employment.