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VOL. XXI.—NO. 4. PORTLAND, OREGON, SUNDAY MORNING, JANUARY 26, 1902. PRICE FIVE CENTS.

NO BEE IN HIS HAT

Schley Says He Has No Presidential Aspirations.

SATISFIED TO BE A SAILOR

Given a Warm Reception on His Arrival at Chicago—The Banquet Given by the Hamilton Club.

CHICAGO, Jan. 25.—Rear-Admiral W. S. Schley today thrice declared that he has no intention of entering politics. His remarks were calculated to set at rest for all time the political ambitions which some of his admirers have entertained for him. He said that no office, however high, would tempt him to jeopardize the love which the people of this country have expressed for him.

The day with the Admiral was a round of receptions, at each of which he expressed his gratitude for tokens of esteem and approbation. The demonstrations reached their climax in the banquet given in his honor by the Hamilton Club in the banquet hall of the Auditorium tonight. Approximately 650 guests were present.

Admiral Schley arrived at Chicago today at 9:35 A. M., and was greeted with tumultuous acclaim from thousands of people who crowded the Baltimore & Ohio depot and thronged near-by streets. His reception here was the culmination of the demonstrations in his honor which have occurred all along the route from Washington.

At the depot the Admiral was greeted by a delegation from the City Council and a company of naval veterans of the Civil War. Alderman Frank Fowler, on behalf of the City Council, presented the following resolutions:

"Whereas, the City of Chicago is to be honored by a visit from Rear-Admiral Winfield Scott Schley; and

"Whereas, our citizens are ever ready to applaud valor, honor and merit; and

"Whereas, we recognize in Admiral Schley's achievements, his character and his bearing, one of the foremost naval heroes of all time, whose splendid record at Santiago will forever be the pride and inspiration of his grateful countrymen, therefore, be it

"Resolved, By the City Council of Chicago, that the City of Chicago, through its Mayor and Municipal Council, takes pleasure in making this public acknowledgement of the distinguished services rendered by Admiral Schley to his country, and extends to him a heartfelt welcome."

Met by Reception Committee.

Admiral Schley, accompanied by Mrs. Schley, was met in his private car at South Chicago an hour before the train arrived in the city proper. The delegation represented the city and Hamilton Club, whose guest the Admiral will be during his stay here, which ends Tuesday morning.

"The trip has been uneventful," said the hero of Santiago. "But I have been deeply moved by the demonstrations of the people along the route. You know it moves me so I can scarcely speak to see the little hands waving at me from the small depot platforms. I love the little ones."

As the train drew into the outskirts of the city, factory whistles blew their wildest notes and hundreds of people rushed down every street leading to the tracks and waved their hands. Whenever possible, the Admiral answered back through the windows of his car, bowing his head and fluttering a handkerchief.

Mrs. Schley seemed to enjoy the demonstration even more than her distinguished husband.

"I did not sleep very well last night," said the Admiral. "You know a train don't rock the way a ship does. It's too jerky—and the whistles—they would wake the dead. But I feel in first-class health and I hope to survive these many years—well, at least five days, for I want to finish my itinerary."

A reporter ventured to remark, referring to the shouting crowds, that the Admiral "had it all coming to him."

"It is as great a reward as can be hoped for on this earth," the Admiral remarked, half to himself. "But in the streets above, boys, we shall all be judged and will receive our proper reward—the rewards for the good we have done, I mean, and punishment for our misdeeds."

A double line of policemen stood at the depot when the Admiral alighted, but they were unable to restrain the crowd which straightway went wild at the sight of the easily recognized goatee, which showed above the heads of the guards as an unmistakable mark of the wearer's identity. A delegation of school children waving flags greeted the visitors at the further end of the station. He bowed to them and waved his hand. The Municipal Council's resolutions were presented and the Admiral and Mrs. Schley were driven through demonstrative throngs to their apartments—the "Presidential suite" at the Auditorium.

An Informal Breakfast.

At 11 A. M. he was given a breakfast by the reception committee of the Hamilton Club, and enjoyed himself in an informal manner. The first table was laid for 21 persons. Among those present were Governor Yates, Mayor Harrison and ex-Controller of the Treasury Eckels.

At the conclusion of the breakfast a delegation from the Board of Commissioners of Cook County was received, and Commissioner Hoffer presented the following resolutions:

"Whereas, The services rendered by Admiral Schley during the Spanish War were the means of presenting such unprecedented skill and efficiency as to command the admiration of the civilized world, and greatly enhance the dignity and importance of our country in its international relations; and

"Whereas, There has as yet been no adequate reward or official recognition of the merits of some of the officers whose heroism and fidelity were most conspicuous, of whom may be especially enumerated Admiral Winfield Scott Schley, Captain F. A. Cook, of Admiral Schley's flagship Brooklyn, and Captain Charles E. Clark, of the famous battleship Oregon, together with other of the gallant officers and men who won battles on land and sea not yet rewarded; therefore be it

"Resolved, That we consider it but simple justice to these gallant officers and men that their distinguished service should be properly rewarded without further delay, and we do hereby respectfully request the authorities of the United States Government to adopt with all due haste such measures for this purpose as may be most becoming and which will best be calculated to express the desires of the great body of people who universally believe that there should be speedy and complete recognition of the services of all who contributed to the glorious victories of the Nation."

Admiral Schley briefly expressed his thanks.

While the Admiral was being entertained a committee of women devoted themselves to Mrs. Schley. She was given a breakfast in another room in the hotel while her husband was enjoying himself with the Hamilton Club committee on reception, and later attended a reception in her honor at the Women's Club.

At the Press Club.

At the Press Club the performance was repeated, except that of the 200 or 300 persons present fully 50 per cent were women. A number of men who were correspondents in Cuba during the fights about Santiago were present, and to them Admiral Schley referred in his short speech of thanks as follows:

"I want to say that these boys were always to the forefront—one of them so much so that I was afraid that he'd be sunk. At the time I wished he was anywhere else. But the boys were brave. It isn't pleasant to be shot at, but these boys stood up, and were not only shot at, but couldn't shoot back."

At the Booster Club, of which he is an honorary member, the Admiral, still in a jovial mood, addressed a few happy remarks to "my fellow-members." In the course of his speech he again indicated his feeling in regard to the political preferment which has been talked about him.

"I have been deeply touched by the tributes which I have received," he said. "They have been tributes of love, and in my future years I shall never accept any office, however high, which might jeopardize that love. It is the dearest thing I have. It is the greatest crown a man can have on this earth, and when I am gone I want it left with my children, and their children, as their dearest possession."

On his way back to the hotel the Admiral stopped for a few minutes at the Chicago Athletic Club and the Women's Club. At both places he grasped the hands of those who passed before him, and uttered brief but courteous thanks for expressions of esteem.

Hamilton Club's Banquet.

The banquet at the Hamilton Club began at 6:45 o'clock. Admiral Schley, arm in arm with E. A. Munger, the toastmaster, and Mayor Harrison, were the first to enter the banquet hall. Governor Yates sat near him at the speaker's table. Father Vattman, chaplain at Fort Sheridan, made an invocation, following which the banquet was served. Toastmaster Munger, in a glowing speech, referred to the presence of Admiral Schley. The speaker's words were repeatedly interrupted and occasionally drowned by cheers and cries of "What's the matter with Schley? He's all right."

Admiral Schley was the last speaker. He arose amid great applause and said:

"Mr. President and Gentlemen of the Hamilton Club: What I desire particularly to say is that I thank you most sincerely for the welcome that you have accorded to me. The glad tribute which I met on arrival at your depot and in passing through your streets was such a tribute of confidence and esteem that it has touched my heart most sincerely. (Applause.) If I, in my long career of 45 years, have done anything that is worthy of your approval, then my satisfaction is complete. (Applause.) I wanted only to say that I am simply a sailor, and that I have served you in storm and in calm, in sunshine and in bad weather, from pole to pole and from sun to sun. The only motive of action has always been 'My country and my people.' (Applause.) I desire to say most emphatically that I have no desire to be other than a sailor. I have no aspiration for any civil office, however high it may be. (Applause.) My one ambition has been to serve you loyally, faithfully, devotedly (Applause), and if I have succeeded in doing that the measure of my ambition is full, and my only other ambition is that I may retain for the rest of the years that may be vouchsafed me your love, your esteem and your respect. (Cheers.) I would not dare to jeopardize that by seeking or accepting any office where I should be condemned to follow always rather than to remain in the one profession that I have chosen, where there are occasionally opportunities to lead. (Applause.) That I want to say to you all from the bottom of my heart and with absolute earnestness of meaning. Gentlemen, I thank you."

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Harriman was the leading witness before the Interstate Commerce Commission. Page 1.

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Strother confessed to the murder of Cooper, at St. Louis. Page 2.

Minneapolis business men protest against Van Sant's opposition to the merger. Page 3.

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Prince Henry will be given a military farewell when he leaves Germany. Page 17.

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Washington politicians stumped by Governor McBride's railroad talks. Page 1.

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Governor Geer tells attorneys he will extend no clemency to Murderers Wade and Dalton. Page 6.

Seattle Mayoralty fight on in earnest in both Republican and Democratic ranks. Page 7.

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OVERLAP LAND CASE

Roosevelt Will Not Reverse Department's Action.

NO PROBABILITY OF AN APPEAL

Miles Declares He Is Not a Seeker for Presidential Honors—Western Irrigation Bill—Exclusion of Chinese.

WASHINGTON, Jan. 25.—When the Washington delegation called on the President today to urge him to direct the Attorney-General to appeal to the Supreme Court the case recently decided against numerous settlers in Clark County, involving lands within the conflicting grants to the Northern Pacific, they were informed that he did not care to reverse the Attorney-General and the Secretary of the Interior, but suggested that they call on the Attorney-General, who has heretofore maintained that there is no ground for appeal, and request him to make the appeal. Mr. Knox is out of the city, but when he takes up the case it is not probable he will change his attitude, even under pressure, although Senator Foster hopes an appeal can be had. The time for appeal expires in about seven days.

Chelan Miners Ask for Relief.

At the request of residents of Chelan County, Senator Foster and Representative Jones have requested the General Land Office to set apart as mineral lands all the odd sections in Southern Chelan County which are now covered by the Northern Pacific lieu selections, and have asked that the railroad company be required to take other lands in their stead. The Chelan people assert that these sections are studded with quartz veins carrying gold, and as such should not be subject to lieu selection. There are already many mineral claims located on these sections, and the locators desire the privilege of developing them without being obliged to contest the company's rights before the department. It is believed that some relief can be afforded the miners.

Western Irrigation Bill.

Tuesday next Senator Hansbrough will report from the public lands committee the irrigation bill recently framed by the Western members. The report urges the adoption of the measure as one which will place $3,000,000 annually at the disposal of the West for the reclamation of arid lands under regulations which will return the money so expended, thereby making irrigation a self-sustaining enterprise, and ultimately put money into the Treasury. It is expected by the friends of the measure that the bill will pass the Senate early, but there is no hope in the House, where the Speaker opposes a general irrigation scheme.

Chairman Burton, of the rivers and harbors committee, said today that he would permit the rivers and harbors bill to fail rather than see an irrigation appropriation incorporated therein.

Chinese Exclusion.

The vehemence with which the advocates of drastic Chinese legislation talk of those who are in favor of more moderate methods is surprising at Washington, in view of the fact that 10 years ago the anti-Chinese element was practically satisfied with the Geary law. It seems now to be the conviction that in order to secure anti-Chinese legislation some of the more moderate forms offered will have to be accepted, because the Eastern men announce that they will not allow the proposed drastic measures to go through.

Miles Is Not a Candidate.

A letter of General Miles has been published, stating that he has not been and is not a seeker for Presidential honors, and that all reports crediting him with being a Presidential aspirant are without foundation. It has generally been supposed that General Miles has had a desire for the Presidency, and many of his past acts have been attributed to this ambition. The reprimand which General Miles received from the President was thought by many to have been instigated to injure Miles' supposed Presidential aspirations. Roosevelt's closest friends believe that he is not playing any such cards to secure a renomination for the Presidency.

Oppose the Montana Machine.

The Montana Republicans opposing Senator Carter have brought their fight to Washington, and C. K. Cole, of Helena, and W. W. Anderson, of Bozeman, saw the President today and made a vigorous protest against the "Carter machine," declaring that many prominent Republicans who had always stood by the party were accorded no consideration whatever in Montana because they did not bow to the will of the Carter party, and that Carter's methods and appointments very largely contributed to the Republican defeat in 1900. Carter, who is here, says that there has been and always will be "kickers" in Montana, and it is impossible to satisfy everybody in making appointments.

Wants Washington Stone Used.

Representative Jones has urged the Supervising Architect to require the use of Washington material in the construction of the Seattle public building. He was told that while this could not be required, Washington materials would be given full consideration.

On recommendation of Representative Jones, Asa R. McWain and F. B. Lanterman have been appointed letter-carriers at North Yakima, with William L. Doty as alternate. The Washington delegation today indorsed L. A. Inkster for Postmaster at Davenport.

The urgent deficiency bill carried no items of consequence to the Pacific Northwest except $2000 for old accounts at the Seattle postoffice.

Eugene Semple's Protest.

Eugene Semple, president of the Seattle & Lake Washington Waterway Company, today appeared before the rivers and harbors committee and protested against the adoption of any canal project which will lower the level of Lake Washington. He has only this one objection to the proposed project.

HER RELEASE IS NEAR.

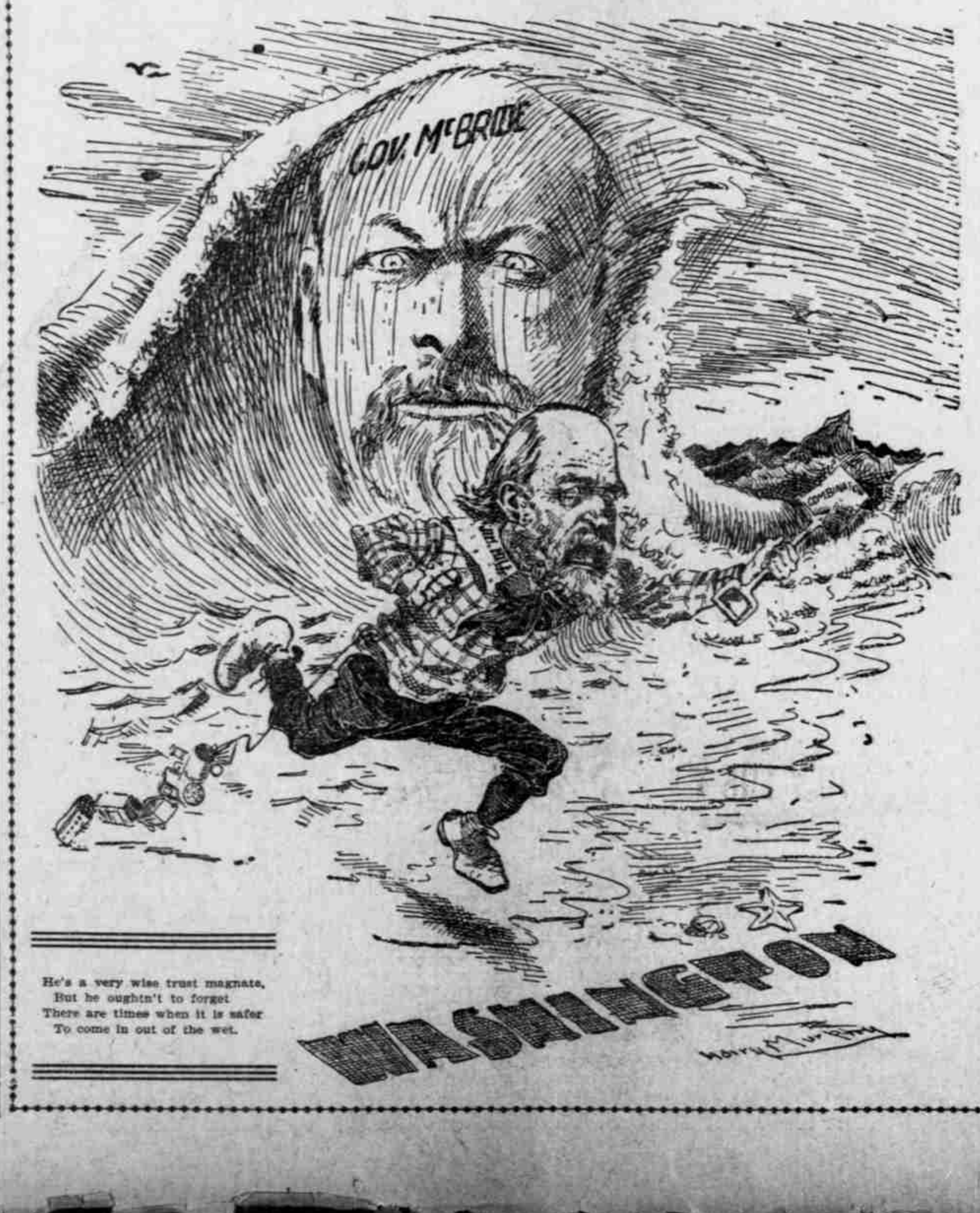
Bearers of Miss Stone's Ransom Have Arrived at Jumaya.

SOFIA, Jan. 25.—The semi-official Bulgaria announces that the American delegates bearing the ransom for Miss Stone, the captive American missionary, have arrived at Jumaya, and that Miss Stone and her companion, Mme. Tsilka, will be released within 24 hours after the money is paid.

Accusation Against Miss Stone.

VIENNA, Jan. 25.—The Politische Correspondenz, a highly reputable paper, publishes a dispatch from Constantinople, declaring that the Porte has received secret reports accusing Miss Stone of connivance with the Macedonian committee in allowing herself to remain a prisoner in order to increase the ransom for her release demanded by the brigands, the bulk of which will go to the committee. The dispatch says that Miss Stone is at present living in a Bulgarian village, in the disguise of a peasant.

WHAT THE WILD WAVES ARE SAYING.



He's a very wise trust magnate,
But he oughtn't to forget
There are times when it is safer
To come in out of the wet.

WAS NOT A CONTEST

Harriman Did Not Seek to Control Northern Pacific

IN THE WALL-STREET DEAL

All the Holdings Purchased by the Short Line Were Sold Last Summer—His Relations With Hill.

CHICAGO, Jan. 25.—When the second day's inquiry by the Interstate Commerce Commission into the "community of interests" combination of the great railways of the Northwest opened today, the United States Courtroom, where the investigation was held, was crowded with well-known railroad men from all over the country, eager to learn more of the details of the inner workings of the gigantic Northern Securities Company from the master mind that conceived it.

E. H. Harriman, who organized the Southern Pacific-Union Pacific combination, and who was Mr. Hill's opponent in the struggle for the Northern Pacific-Burlington control, was the first witness.

Mr. Harriman's Testimony.

When Mr. Harriman went on the stand the line of questioning by W. A. Day, counsel for the commission, led up to a statement of the great Wall street panic last May, when Northern Pacific shares went up to $1000. Mr. Harriman had testified that the Oregon Short Line, aided by the Union Pacific, had purchased some $78,000,000 of Northern Pacific stock, and that the Union Pacific, through the voice of its directors, controlled the Southern Pacific. It was developed that all this Northern Pacific stock, which was held in the names of E. H. Harriman and Winslow Pierce, was sold last Summer. An effort was made to learn why the purchase had been made only to sell again, and this brought from Mr. Harriman the statement that he was glad to explain the so-called "contest" in the New York Stock Exchange which resulted in the famous "Black Thursday."

"I don't think there was any contest," said Mr. Harriman. "Some of us—the Oregon Short Line people—thought it would be advantageous to have an interest in Northern Pacific, and purchased stock that was lying loose all over this country and Europe, held by 5000 to 7000 persons. We made no contest for the control of Northern Pacific; we purchased a majority of the capital stock. We purchased prior to the supposed contest, and no stock was acquired during the panic in May."

Mr. Day tried to show that the contest for Northern Pacific stock was the forerunner of the panic on 'change, but Mr. Harriman insisted that such was not the case.

"[illegible] of the stock," he continued, "we [illegible] in markets all over the world. Some of this was on the way from these various markets to be delivered. In the meantime, the sellers borrowed."

Indications of Jobbing.

Questions were then put that indicated "jobbing" had been resorted to in the purchase, and which brought the reply:

"The stock was purchased in New York from persons who bought from the owners. Then, when the so-called contest came, and the stock was contracted for, sellers found it difficult to fulfill their contracts. Our interest in every case gave the persons all the time they wanted."

An attempt was made by the commission to draw out statements to the effect that the final sale of Northern Pacific stock by the Oregon Short Line, as controlled by the Union Pacific-Southern Pacific systems, was only after an understanding or truce with Mr. Hill and the supposed interests that combated for Northern Pacific in the panic.

Mr. Harriman said that after the purchase was made, he and his colleagues thought the matter over again and thought it better to sell again. He implied that it made no difference really who owned the Northern Pacific.

Commissioner Prouty asked: "If you had secured a few more million of Northern Pacific, it would have made a difference, would it not?"

"We could have it," was the reply.

The questions as to just why Mr. Harriman had disposed of his Northern Pacific holdings, what was lost or made by the transaction, and whether Mr. Hill had made some agreement in case the holdings were sold, brought from Mr. Harriman the response that natural conditions controlled. He said he did not know of any gain made except that his interests found out that they were strong enough to hold their own in Pacific traffic. He said his impression was that the Oregon Short Line had not lost by the transfer. He said Mr. Hill had been given no assurance of any division of traffic and that the motive of the original purchase had been that of preserving to the Union Pacific system the avenues of traffic open to it.

"You wish to represent that no one of the other half of the Northern Pacific interests made any promise in common?"

"There is a common interest among us all, and we believe that common interest would be served regardless of holdings. That common interest can be served by natural conditions. Our interests are so in common that we cannot injure others without injuring ourselves."

Effect on Rates.

Mr. Harriman insisted that the common interest of all systems now affiliated under the Northern Securities Company must be considered rather than the so-called "community of interest." He said he was a member of the board of directors of the securities company, and Mr. Hill was its president, but the combination under that company affected rates in nowise. He told how, shortly after the scramble over Northern Pacific stock, Mr. Morgan had been given a proxy by him in order to sell the stock again. It was understood the sale was to be effected in cash and securities, the latter in the Northern Securities Company if it should be organized. Mr. Harriman eventually controlled about $60,000,000 of the stock of this company.

The question if the formation of the Northern Securities Company and the association of so many roads might influence rates brought a denial.

"It may enable us," said Mr. Harriman, "when brought so close together, to eliminate the prevailing distrust as to the various lines maintaining traffic rates. The complaint has been of too high rates. We may be able to stop the discrimination in rates of one shipper against another."

He stated that this, however, need not have been done in such a company. The suggestion was made by the commission that this company might also prevent reduction of published rates by competing roads. He did not consider the company afforded a power of concentration for pooling. Other larger considerations than stockholding, he held, influence rates.

"If Mr. Hill or myself owned all the roads, the people would get better rates, because of conditions. With a freer hand we could the better regulate rates to any point. The prevailing movement of cars, etc., influence."

He said that he did not think competition ever reduced rates more than temporarily.

At the conclusion of his testimony Mr. Harriman took a special train for New York.

Mr. Hill, who was not called again to the stand, was excused and accompanied Mr. Harriman.

The Burlington Transfer.

George B. Harris, president of the old and new Burlington companies, then testified as to the transfer of the Chicago, Burlington & Quincy Railroad Company's effects to the Chicago, Burlington & Quincy Railway Company. He promised to furnish the commission a copy of the 99-year lease of the road, and said that no conference with Mr. Hill or others had any reference other than to the general efficiency of the road. He said it was the hope of the new company to be able to reduce rates, and said such reduction would follow only natural conditions. He favored publicity for all rate transactions.

Mellen on the Stand.

Charles S. Mellen, president of the Northern Pacific, was then called. Mr. Mellen said his conferences with J. J. Hill were not more frequent or more potent than those with other presidents of Northwestern roads. He said there were no agreements between the Northern Pacific and either the Canadian Pacific, Great Northern or Union Pacific roads on allotment on traffic or on differentials. The Northern Pacific was just as independent in its management of affairs as before January 1, 1902, and that there had been no orders or suggestions as to management from the Northern Securities Company or any of its directors.

The commission ended its sitting with Mr. Mellen's testimony, and took an adjournment until Wednesday at Washington, D. C.

The further inquiry into the grain rate situation was put off by reason of the enforced absence of several Kansas City witnesses.

NEWS RECEIVED QUIETLY

No Demonstrations at St. Thomas, Danish West Indies.

ST. THOMAS, D. W. I., Jan. 25.—The announcement which reached here of the signing of the treaty by which Denmark sells the Danish West Indies to the United States was received quietly. There was no open manifestation, but much anxiety prevails regarding the developments. Nothing official has yet been received from Copenhagen. The Governor of St. Thomas has declined to be interviewed.

The Danish cruiser Valkrien will remain here indefinitely, it is reported, so as to guard against disturbances, which it is believed, however, are not likely to occur.

Plebiscite of Danish Antilles.

WASHINGTON, Jan. 25.—The Danish Government will not take the plebiscite of the Danish West Indian Islands to determine whether they shall be ceded to the United States until the United States Senate has ratified the treaty of cession signed yesterday. This circumspection is supposed to be the outcome of the Senate's action in rejecting a former treaty of cession after Denmark had accustomed the islanders to the idea of transfer.

An Aristocratic Wedding.

LONDON, Jan. 25.—The marriage of Lord Staverdale, eldest son of the fifth Earl of Ilchester, and Lady Helen Vane-Tempest-Stewart, only daughter of the Marquis of Londonderry, took place at St. Peter's Church, Eton square, today. The ceremony was one of the smartest affairs of the kind seen in London for years past. The Primate of all Ireland, the Most Rev. William Alexander, Archbishop of Armagh, officiated. It was estimated that the presents, which were numerous, were worth upwards of £250,000.

WHAT IS HIS AIM?

McBride's Railroad Talk Stumps Politicians.

RUMORS OF AN EXTRA SESSION

Move for a Commission, Boom for Preston and the Borrowing of Trouble Some of the Constructions Placed on Interview.

OLYMPIA, Wash., Jan. 25.—The interview with Governor McBride published in today's Oregonian has given rise to considerable comment and conjecture among the state officials in this city. It is the sole topic of consideration today, and many and divergent are the views expressed upon what the Governor says relative to railway matters. All the officials have something to offer in the way of comment, but naturally they do not wish to be quoted.

There are those who think the Governor, in his desire to prod the railroad lobbyists, is borrowing trouble that there was no necessity of considering at this time, and these critics think that the interview will yet embarrass him. Then there are others who intimate that the interview was given out wholly in the interest of the Preston Senatorial boom, as Senator Preston has been in the city during the past week, and considerable of his time was spent with Governor McBride. It will be remembered that Senator Preston was the author of the railway commission bill that went down to defeat at the last session of the Legislature, and that Governor McBride, then presiding officer of the Senate, did all in his power to force passage of the measure. Those holding the latter view insist that the Governor is playing politics, and that the move, if it was of a purely political nature, has been sprung too early.

Majority Take a Broader View.

But the majority of those talked with take a broader view of the question. They say the Republican party of the State of Washington is in a position where it must meet the question of maximum freight rates, and that the highest form of politics demands that the leader of the party take the initiative in presenting the matter to the members of the dominant party in a manner that will force itself on their serious attention. Those holding the latter view say it is about time the party had some sense on this question injected into it, and it is the duty of the party leader to place it properly before Republicans generally. Just at this time, when the state is confronted with the most serious railway problem in its history, Governor McBride, they say, has done exactly the proper thing. They say the Governor always has been consistent in his views on maximum freight rates, and there is nothing of the demagogue in his political make-up.

Feeling the Pulse of His Party.

There are still others who contend that the Governor is simply feeling the pulse of his party on the question of a special session of the Legislature, having as its main object the passage of a railway commission bill. They hold that it is plainly written between the lines of the interview that if Governor McBride receives proper encouragement from the rank and file of the Republican party he will not hesitate for a moment to call the Legislature in extraordinary session, and will insist that it pass a commission bill that will be satisfactory to him. The Oregonian correspondent this morning questioned Governor McBride on this point.

"Governor," he was asked, "do you contemplate calling a special session of the Legislature to take action in line with your views as expressed in your interview of yesterday?"

His reply was: "I have no idea at this time of calling an extra session of the Legislature."

So it would appear that those holding to the view of a possible extra session of the Legislature have not much to base their contention upon just at present, though his reply to the query may be variously interpreted.

At any rate, the interview has caused lots of comment and speculation at the capital, and will no doubt do likewise all over the state, particularly as the railway merger question is now uppermost in people's minds, and what the Governor says has a direct bearing upon it. Governor McBride has given no sign further than what is quoted heretofore as to whether he will go further into the question, but to those who know the man it is apparent that when the next Legislature convenes he will give the railway lobbyists a very lively 60 days.

THE GRIDIRON CLUB.

Prominent Men at Its Annual Washington Dinner.

WASHINGTON, Jan. 25.—The black and white flag of the Gridiron Club floated over the Arlington Hotel all day, and tonight the Washington correspondents composing that organization assembled beneath their emblem for the 17th annual dinner. The menu was a newspaper, the Yellow Yawup, and a more sensational paper has never been issued in Washington. It was profusely illustrated, and contained many pertinent and impertinent allusions to guests and public affairs.

One of the best features was "A Country School," in which a Gridiron class gave an exhibition, answering questions upon various timely topics, which usually turned into jokes upon some of the guests. There were a number of excellent speeches, President Roosevelt, Postmaster-General Payne, Senator-elect Gorman, Senators Hanna, Platt (Conn.), Aldrich and Depew, General Wilson and Captain Clark being among those who were heard.

The guests were composed of prominent men in official life and the official world, and included the President, Secretary Wilson, Postmaster-General Payne, Senators Aldrich, Clark (Mont.), Depew, Dubois, Hanna, Heitfeld, Kean, Lodge, Morgan, Patterson, Platt (Conn.), and Scott; ex-Senators Carter and Shoup, Representatives Burk, Cannon, Cowherd and Gordon, Generals Miles, Corbin, Wilson and Crozier, U. S. A.; Rear-Admiral Melville and Captain Clark, U. S. N.; Charles S. Gleed, of the Santa Fe Railroad; Governor N. O. Murphy, of Arizona; Melville E. Stone, general manager of the Associated Press, and Thomas F. Walsh, of Colorado.

Mourning Period Ended.

NEW YORK, Jan. 25.—According to the London correspondent of the Herald, the first members of the royal family to attend a theater not incognito since Queen Victoria's death are the Duke and Duchess of Connaught, who will occupy the royal box at the Lyceum Theater to see Mr. Gillette in his successful production of "Sherlock Holmes."