

NOTICE
Books, Periodicals, Magazines, etc.,
are Not to be Taken from The
Library without permission. Any
one found guilty of such offense
will be liable to prosecution.

ASTORIA PUBLIC LIBRARY ASSOCIATION.

The Morning Astorian.

VOL. LIII

ASTORIA, OREGON, SUNDAY, FEBRUARY 3, 1901.

NO. 30



The Superior Ranges

ARE...
ACKNOWLEDGED
BY ALL WHO HAVE
USED THEM

TO BE WITHOUT FAULT

For Sale in Astoria Only by the

ECLIPSE HARDWARE CO.
ASTORIA, OREGON

Book Bargains

500 Cloth Bound Books, Good Titles, Binding and Authors... **5 for \$1**

Just the Kind for These Long Winter Evenings

Five-Volume Sets of Kipling, Russell, Holmes, Henty, Meade and other good authors... **\$1.75 Per Set**

GRIFFIN & REED

AMERICAN BISCUIT COMPANY'S

Macaroons, Walnut Creams, Arrowroot, High Teas, And Many Others, Fresh and Crisp.

RALSTON'S HEALTH FOODS,
—ALL VARIETIES—

"FISHER'S BEST" CORVALLIS FLOUR
CHASE & SANBORN'S FINE COFFEES

ROSS, HIGGINS & CO.

Fishing Supplies... Headquarters

LOWEST PRICES.

Foard & Stokes Co.

A LONG ROW



Of our new and up-to-date Air-tight Heaters are still on hand. We figured on considerable cold weather and purchased an unusual quantity; but the weather has moderated, consequently sales have been slow. We are overstocked and must have the room. From now on these splendid heating stoves will be sold at a reduction of 20 per cent FOR CASH.

W. J. Scully,
431 BOND STREET,
Between Ninth and Tenth Streets

C. J. TRENCHARD,

Commission, Brokerage,
Insurance and Shipping.

Custom House Broker.
* * * ASTORIA, ORE
Agent W. F. & Co., and Pacific Express Co's.

TWO MORE GREAT RAILROAD DEALS

Atchison to Be Brought Into Harmony With U. P. and S. P.

MANY LINES WILL COMBINE

Most of Great Roads of Southwest to Be Linked Together—There Will Be No Radical Changes in Policy of Southern Pacific.

NEW YORK, Feb. 2.—The Mail and Express says: The Southern Pacific deal represented an outlay of \$70,000,000, all of which was paid in cash. While the purchase of the Southern Pacific is the greatest deal that has ever been announced, there is another great alliance pending which will carry "community of interests" one step further.

It can be stated on authority that the Atchison is to be brought in close harmony with the Southern and Union Pacific in precisely the same way as the New York Central and Pennsylvania have joined hands, thereby ending for all time charges of rate disputes between the two companies. Furthermore, a great Southwestern combination is being quietly formed which will take in some or all of these systems: Atchison; St. Louis and San Francisco; Missouri, Kansas and Texas; Missouri Pacific and Texas Pacific. The Atchison is to be the main stem of the second big system and it will have entrance into both Chicago and San Francisco.

Wall street has it that the greater Union Pacific system will have a leaning toward Vanderbilt connections and that Wm. K. Vanderbilt is understood to be the chief factor behind Harrison. If so the deal marks the consummation of a great Vanderbilt system from ocean to ocean.

NO CHANGE IN POLICY.
SAN FRANCISCO, Feb. 2.—President C. M. Hays, of the Southern Pacific Company, when asked if he thought the sale of the controlling interest in the company to the Harriman syndicate would lead to important changes of management or policy, said:

"I see no prospect of any marked change in Southern Pacific affairs so far as the public interest is concerned. What difference does it make to the public whether a railroad be owned by one man or whether its voting stock be held by a hundred different interests, so long as it is managed in accordance with a broad and liberal policy which conserves the best interests of the public as much as the interest of the stockholders?"

"I do not look for any startling changes in conditions as a result of the change of ownership. The Southern Pacific will go ahead very much as if no change had taken place. Its interests, in a traffic sense, are pretty well defined and are not to be disturbed by any new or revolutionary policy. In fact, I do not look for any material change of policy. San Francisco and California will not perceive, by any outward indication, that there has been a change of ownership."

"I do not think the sale means one set of officers for the Union Pacific and Southern Pacific. The two roads are big properties and can best be handled by separate sets of officers as at present."

Referring to his own position, Mr. Hays said he had no reason to suppose that it would be disturbed. He said he was on terms of friendship with the announced members of the purchasing syndicate, and spoke highly of Mr. Harriman's ability as a railroad man. President Hays spent the night in his private car at Oakland and started this morning on a tour of inspection of the western division of the Southern Pacific.

William H. Crocker, speaking of the big deal, said: "The Vanderbilt railroad and steamship interests will now have a direct line between Hamburg and Hong Kong across the American continent. Whatever the Vanderbilts do they do well, and if it is possible to improve the

service of the Southern Pacific road the new controllers will do it. With the increased connections of the Southern Pacific, San Francisco stands in a fair way of rapidly improving in importance as a shipping point."

Third Vice-President J. C. Stubbs, of the Southern Pacific, who is a warm personal friend of Mr. Harriman, says the change of ownership of the road was as big a surprise to him as it was to the other officials of the road.

It is expected that H. E. Huntington will retire as a director and first vice-president of the company at the meeting in April next. According to C. P. Huntington's will, his widow was left two-thirds of his Southern Pacific stock and his nephew, H. E. Huntington, the remaining third. In round numbers, the late magnate had six hundred thousand of the 2,000,000 shares of Southern Pacific stock. H. E. Huntington's portion was, therefore, 200,000 shares. On the supposed basis of \$55 a share, he gets \$11,000,000. Mrs. C. P. Huntington on the same basis realizes \$22,000,000.

SHIPYARD TRUST.
Combination Will Be Formed With a Capital Stock of \$60,000,000.

NEW YORK, Feb. 2.—The Tribune says:

Charles R. Flint visited Richmond, Va., recently to inspect the plant of the Pragg Shipbuilding Company of that city, with a view of negotiating for the purchase of the property. Asked if the bill introduced on Thursday in the Virginia legislature, empowering the Newport News Shipbuilding and Drydock Company to sell out to any corporation, was in any way connected with the proposed shipyard trust, Mr. Flint said he could give out no information on the subject at present.

It is known that Mr. Flint for several months has been making efforts to make a combination of large American shipyards. No definite announcement of the progress of the enterprise has been made since the meeting of shipbuilding interests at Richmond, held several weeks ago, but it is known that negotiations to this end are advancing in a satisfactory manner. According to reports the amount of stock of the new company will be \$60,000,000. It is understood the new corporation will not enter into a vigorous opposition against the Cramp Shipbuilding Company although the latter will be its principal competitor.

DRUGGIST CONVERTED
Destroys Large Quantity of Beer and Whisky on Scaffold.

ST. JOSEPH, Mo., Feb. 2.—A special to the Daily News says that at Hiawatha, Kansas, today a large quantity of beer and whisky belonging to druggist E. J. Eicholtz was destroyed on a scaffold erected in the main street of the town.

Evangelists Alexander and Williams have been conducting revival meetings in Hiawatha for several weeks, having made 400 converts. Among these is Eicholtz.

PUNISHMENT FOR PRINCES.
Diplomats in China Believe Banishment Severe Enough.

PEKIN, Feb. 1.—M. DeGiers, the Russian minister, had a three-hours' conference with Li Hung Chang this afternoon.

The foreign diplomats believe that it is urgent that they should hold out for no punishment for the princes beyond banishment. M. DeGiers has stated that Russia will not consent to the execution of Prince Tuan.

ALASKAN INSANE.
Will Be Cared for in the Oregon State Asylum.

WASHINGTON, Feb. 2.—The secretary of the interior has approved the contract between the governor of Alaska and the state of Oregon for the care and treatment in the Oregon insane asylum of insane persons in the district of Alaska.

WHEAT MARKET.
PORTLAND, Feb. 2.—Wheat, Walla Walla, 55 1/2 @ 56.
PRICE OF SILVER.
NEW YORK, Feb. 2.—Silver, 60%.

REMOVAL SALE

Commencing Monday, February 4, we shall make the following prices: Iron Beds with Brass Knobs, \$3; Iron Beds with Full Brass Rail, \$6. Extension Tables, \$4.25 and upward. Our Combination Book Cases and Writing Desk we make a 20 per cent discount from regular prices. Parlor Chairs Reduced in price. On Carpets, Rugs, Linoleum, Window Shades, we give 10 per cent from regular prices, which includes, Sewing, Laying and Paper.

CHARLES HEILBORN & SON

FINAL HOMAGE PAID TO QUEEN

London Streets Filled With People of All Nationalities.

THIRTEEN HUNDRED INJURED

Dramatic Hitches in the Elaborate Program—President McKinley and Entire Cabinet Attended Memorial Service in Washington.

LONDON, Feb. 2.—"It has been a great reign," spoke Mr. Balfour in his eulogy before the house of commons, "and it has a happy ending."

All London and thousands from the remote villages came and added their final homage to the queen today in her capital and, assuredly, as Mr. Balfour said, the end of her reign, which is now passed into history, was happy. Deep solemnity filled all hearts. There was remembrance of the feeling that one of the empire's great institutions was missing—but no such sorrow as surrounded the coffin of Lincoln and Garfield, cut off before their work was done. Every one felt that inevitable death had dealt kindly with their sovereign, that her passing had been as happy as her life was useful. They gathered to honor her in memory rather than to mourn her loss.

As Queen Victoria was the exemplar of the solid virtues and aspirations of the lives of the middle class of Englishmen, they fittingly seemed the most sincere mourners.

All business ceased; even the drinking houses closed their doors during the day. The newspapers suspended publication and life in London, like the rest of the empire, turned from its customary channels and was focussed upon three miles of west end streets.

The king and queen, in a special audience granted Ambassador Choate and Secretary of Embassy White, after the conclusion of the services at Windsor, expressed themselves as profoundly touched by the manifestations of sympathy in America.

To the American, the ceremonials with all their theatrical trappings of royalty, were not more impressive than the funeral of a chief magistrate chosen by the people. Kings and princes beneath silver helmets and wearing goldbraided coats, were men, but the sight of the king riding after the coffin of his mother and queen, with four other kings and half a hundred of the highest royalties of European dynasties following, and the hereditary attaches of the court, was none never to be forgotten.

The popular mourning was less general and ostentatious than it would have been in the United States. The whole ceremonial, including the massing of 30,000 troops and the entertainment of all visiting personages was an admirable example of organization.

This city tonight has somewhat of a holiday appearance, thousands parading the streets. Restaurants and saloons are doing a tremendous business. Hospitals cared for 1200 persons who were injured in the crowd.

Political phases are being discussed. The remarkable predominance of Germans and German influences is noteworthy. Emperor William's officers, soldiers and sailors were more conspicuous in all the ceremonials than those of all other nations together. This had the effect of popularizing Germany with the people, who recently regarded her as their most menacing enemy.

It is evident that Englishmen realize that Edward's reign begins confronted by a commercial crisis and political dangers which give a shadow of anxiety to their mourning for the queen. Tonight the queen's body lies in Albert chapel at Windsor guarded faithfully awaiting the last rites. It was at Windsor that the only hitch in the elaborate program of the day occurred, and these added to rather than detracted from the dramatic and pathetic interest.

The first and most striking was the intractability of the horses attached to the gun carriage bearing the coffin. They struggled in their traces and the coffin was almost thrown from the gun carriage. Lord Roberts asked the king for permission to take out the horses and substitute for them Jackies who had come up from Portsmouth as a guard of honor. This suggestion was quickly sanctioned and the last time Victoria's body was borne before her subjects it was by her royal "handmen."

The other hitch occurred during the religious part of the ceremony. The service at St. George's chapel was brief but beautiful. The trembling old Archbishop of Canterbury, who is almost blind, had scarcely ended the final benediction before he turned to go up the altar steps. His sight and strength failed him and he tottered, groped and was on the point of falling when the Archbishop of York caught his hand and gently led the venerable prelate to

the holy table. There they both knelt, the greatest dignitaries of England's church, next in rank to the royal blood, their heads bowed upon the purple altar cloths.

ALL COUNTRIES REPRESENTED.
LONDON, Feb. 2.—For an hour before the arrival of the procession Paddington station was the center of striking scenes. There were assembled there, clad in glittering costumes, ambassadors, ministers and representatives of every civilized country on the globe. Among them, conspicuous because of his absence of adornment, dressed in plain black clothes, was the American ambassador.

DISSEMBARKATION OF BODY.
POITSMOUTH, Feb. 2.—Admiral Sir Charles Sotham, the flag officer and the captains of all ships in the harbor with other naval officers attended the dissembarkation of the body, which at 8:45 was carried off the yacht.

The landing place and the approaches to the station were heavily draped. Enormous crowds had gathered. The royal train left Gosport at 8:33. Guards were mounted on the warships and minute guns were fired as the coffin, borne by bluejackets, was transferred to the waiting saloon carriage.

ARRIVAL OF BODY.
LONDON, Feb. 2.—By 10:30 o'clock the Victoria station presented a most animated appearance, princes, sovereigns, the headquarters staff, field marshals and state officials, in multi-colored uniforms, having gathered there to await the arrival of the funeral train.

At 11 o'clock the royal train was seen slowly approaching the station. All heads were immediately bared, and in a few moments the saloon carriage bearing the remains of her majesty reached the platform. The train conveying the king and queen, Emperor William and other royalties was immediately behind that bearing the queen's body.

The king and queen, Emperor William and the princes and other representatives immediately alighted upon the arrival of the train at the station and were conducted to a pavilion where the kings of Portugal, Greece and Belgium and other distinguished personages had already assembled. The brilliant gathering was received by the king and queen with the briefest display.

The coffin was reverently removed by an officer and twelve grenadiers and deposited. The pall, with the crown on a cushion, the regalia and the insignia of the Garter were placed thereon, and the procession marshalled ahead became mobile.

LONDON THROGGED.

LONDON, Feb. 2.—The gray dawn of a London morning, with the sky draped with fleecy clouds, proclaimed ideal conditions for the funeral of England's queen. The calm serenity of the atmosphere was reflected by the crowds which at daylight began to assemble at every point of vantage along the route of the royal obsequies.

The early scenes were unlike those of many spectacular days which London has witnessed in the past year. The crowds which so early gathered in the streets this morning evinced an entire lack of feverish unrest and excitement. The great masses of police which assembled phanton-like in the grayness of the morning, seemed more apologetically to tiptoe to their allotted stations, as though their presence reflected on the solemnity dominating everywhere.

Never did a concourse of people so little need either civil or military guidance. No man standing by his mother's bier ever needed admonition less than did these hundreds of thousands of men and women, gathered from all parts of the kingdom on the funeral route of their mother, the queen.

The strangest part of all was the fact that the women seemed to outnumber the men. White-ribboned nurses marked almost every yard along the route, just as the Marys of old gathered beneath the cross at the greatest of all spectacles of human grief, so women today were in the forefront at the burial of the queen. Troops there were, to be sure, thousands upon thousands, assembling spectre-like out of the morning mist, their blue black overcoats and bearskins deepening the note of mourning pervading everything.

In the great green spaces of Hyde Park, St. James and others these long black lines stand silhouetted against the morning sky, solemn, silent and picturesque, staunchly stemming the on-rush of that endless flood of people pouring in from every street and avenue. Purple was the tone of the royal mourning and this seemed almost a relief, contrasted with these silent masses of black-garbed crowds. It was the true note, after all, of the day's ceremonial, for no one among England's heart-stricken people could look upon the finished life of their queen with feelings of entire gloom.

The troops began to move less early than on proclamation day. That was the day of the official pronouncement of the authority of the king and the streets were closed as if by magic and

SENATE ABSORBED IN SUBSIDY BILL

Almost Entire Session Devoted to Its Discussion.

NIGHT SESSIONS THIS WEEK

Two Bills of Special Local Interest Are Under Consideration in the National House of Representatives.

WASHINGTON, Feb. 2.—The senate met at 11 o'clock today and with the exception of an hour and a half at the beginning of the session devoted the entire day to the discussion of the ship subsidy bill.

Turner and Mallory were the speakers in behalf of the opposition. Turner's speech was based largely upon exceptions which he had taken to Frye's criticism of his former speech.

The situation was not changed by any developments today. The Republicans intend to continue pressing the shipping bill and the leaders say that next week will develop whether or not the opposition intend to talk the measure to death.

A great deal depends upon the success of the Republicans in holding night sessions next week. If they show up with a quorum until late hours for three or four nights the opposition might weaken. The Democrats say that the Republicans must demonstrate that they have a majority for the bill which will "sit up with it" and show they are determined to pass it.

IN THE HOUSE.

WASHINGTON, Feb. 2.—Representative Jones of Washington has introduced in the house a bill providing that after January 1, 1902, no foreign vessel should enter any port of the United States carrying products other than the products of the country whose flag she flies.

The house committee on marine and fisheries has received a letter from General Dumont, supervising inspector of steam vessels, endorsing the bill to require the inspection of naphtha launchers and other craft propelled by gas, naphtha, etc., which carry passengers or freight, without regard to the tonnage of the vessel.

The act to be amended fixed the minimum limit of tonnage of vessels to be inspected at fifteen tons. General Dumont wrote that vessels slightly under fifteen tons on the Western waters run in competition with the steam vessels carrying passengers and, being exempt from steamboat laws, have made no provision for the safety of passengers. He expresses the opinion that the enactment of the bill amending the law is for the prevention of the loss of life on gasoline and other motor vessels.

TILLAMOOK RAILWAY.

Nine Directors and Officers Elected in Portland Last Night.

PORTLAND, Feb. 2.—At a meeting of the stockholders of the Portland, Nehalem and Tillamook Railway Co. tonight, nine directors were elected. The directors elected the following officers: President, Col. John McCracken; vice-president, Geo. T. Myers; secretary and attorney, William Reid. The secretary and attorney was authorized to immediately take up the work of procuring rights of way for the line between Portland and Nehalem and Tillamook bay.

ARRESTED AS ACCESSORY.

Kentucky Farmer of Distinguished Family Implicated in Murder Case.

LEXINGTON, Ky., Feb. 2.—A special to the Herald from Eminence says: Bennett Ripley, of Henry county, was indicted yesterday as accessory to the murder of William Gobie and was arrested at his home and carried to Frankfort. He is of a distinguished family and is a farmer.

TIE-PRESERVING PLANT.

New Enterprise Undertaken by the Great Northern Railroad.

ST. PAUL, Feb. 2.—The Great Northern today let contracts for machinery to be used in a remarkable railroad tie-preserving plant to be erected on Clearwater lake, ten miles south of Kallepel, Mont. The cost of the plant, in running order, will be about \$100,000.

COLONEL SCHOFIELD DEAD.

WASHINGTON, Feb. 2.—Lieutenant Colonel Schofield, who died in Cuba, today, was a graduate of the military academy at West Point, finishing his course in 1870. He served at various posts in the West with his regiment, the Second cavalry.

(Continued on Page Four.)