

THE ROLL OF HONOR

Excellent Showing of Astoria Public Schools.

GOOD WORK IS BEING DONE

Scholars All Take An Interest in Their Studies—Two Hundred and Eighty-six Obtain Honorable Mention—Prospects Good For Prosperous Term.

The following scholars in the Astoria public schools have won places on the Roll of Honor for their general excellence in all lines of work and conduct:

- Adair School. Room 1—Carl Nielsen, Lempi Davis, Edith Lassila, Elsie Nielsen, Lempi Pisciella, Ester Pedersen, Katie Turina, Ida Hendricksen, Edwin Hansen, Walter Jager, Ernest Manula, Walter Wright, Willie Hendricksen, Mamie Baklund, Bertha Iverson, Mamie Niman, Agnes Pettersen, Cyrus Herbert, Hilbert Jacobson, Paul Kearney, John Knudsen, Robert Rasmussen, Ole Pettersen, Martin Stanovich, Stanley Simons. (Helen W. Dickinson, teacher).

- Therdliek, Frank Turine, George Wright, Jennie Bohm, Kate Brustad, Marie Hay, Lena Hendrickson, Mary Johansen, Tina Paldanius, Blanch Lornsen, Elenora Marsch, Esther Neilsen, Rose Svensen, Ruth Spande, Mary Turine, Herbert Eilling, Fred Johansen, Ranol Karlson, Edwin Lund, Osma Manula, Louis Simonsen, Julius Westerlund. (Eva L. Todd, teacher).

- Johnson, Emel Korpela, Imari Korpela, Arne Lugnet, Arnold Mattson, Waino Ostrom, Charles Wirkala. Second grade—Josephine Torppa, Sofie Rakkonen, Bonnie Service, Reina Mattson, Arnet Thompson, Waino Stonelake, Waino Stonelake, Archie Peterson, Gust Kaski, Seime Pietarila, Ilma Nelson, Agnes Lahti, Willie Yell, Henry Weik, Alex Somppi, Albert Pentilla, George Kamara, Willie Berg, Senada Juntti. Third grade—Ellen Wilson, Agnes Calson, Winnie Hendrickson, Annie Ostrman, Lyyti Karki, Charlie Carlson, Albert Mattson, Waino Kanvonen, Willie Meldeaus, Edwin Pentilla, Jacob Pietarila, Oscar Pise, Fred Peterson, Matti Pottu, Walter Yrell, Charles Berry, Waino Johnson, Marshall Johnson, Stanley Nilsson. Fourth grade, A class—Hjordis Pentilla, Tekla Weik, Fred Erickson, Walter Jackson, Arthur Lebeck, Andrew Langila, Carl Nelson, August Pietarila, Charles Rohkonen, Albert Thompson, Charlie Thompson. B class—Sophia Berg, Martha Campi, Eugenie Carlson, Mary Jackson, Jennie Jackson, Aluda Ostrom, Winnie Stark, Elizabeth Wirkkala, Fannie Wilson, Willie Bakki, John Merlanien, Henry Pietarila, Wilko Trukki. Alderbrook School. Oscar Slack, Ellen Sandstrom, Richard Sorkkie, Lillie Nordman, Asseri Ivanoff, Andrew Larson, Gladys Nelson, Severine Peterson, Arthur Leifur, Arthur Anderson, Frank Lindstrom, Edwin Maklin, Arthur Abelson, Annie Enberg, Myrtle Enberg, Edith Lindstrom, Hilda Leifur, Olga Nordman, Violet Olson, May Enberg, Albin Riswick, Willie Simonsen, Myrtle Ashley, Annie Jorgensen, Leif Halsan, Oscar Peterson, Fanny Berghund, Birdie Anderson, Selma Riswick, Margaret McCulloch, Charlie Simi were neither tardy nor absent after they entered at the beginning of the third month of school.

THE "T" RAILROAD

Gigantic Scheme of Cross Sectioning Oregon.

IS SAID TO BE A CERTINTY

Will Tap All the Rich Timber Lands of the Coast—New York Millions Behind It—Financing and Construction Provided For Very Ample.

Yesterday's Portland Journal has the following railroad story, which, if it means anything at all, is pregnant with marvelous things for Oregon. Readers of the Astorian may read, ponder, digest and draw their own comfortable, or comfortable, conclusions: "A railroad system, the main line of which will be 1,280 miles long, forming a gigantic letter T, the main stem stretching across central Oregon and the arms reaching up and down the coast line from Portland to San Francisco—this is Oregon's newest transportation victory. Construction of such a road will be begun immediately, involving an expenditure of \$28,000,000 and backed by men with \$300,000,000 at their command. "At the head of the enterprise, not as figureheads but for actual financing and construction, are men well known in the world of railway affairs. A few who can be mentioned at this time are J. J. Greatsinger, New York, ex-president of the Brooklyn Rapid Transit Company; Senator William H. Lynn, New York; Baken & Crabtree, St. Louis bankers, connected with the trust companies there in which brewers' capital is largely invested. Within the next thirty days they will be known as the Oregon Coast and Eastern Railway company, and this corporation will take over the entire project, which is now in the hands of a syndicate made up of the men named and their Wall street associates. "The undertaking had its birth nearly two years ago, and work has been pushed continuously and silently since that time. Today 400 miles of the line has been surveyed, franchises and properties have been secured in many places and agents of the syndicate are now at work in every county through which the main line will run, securing rights of way. To the present time the work has been carried on almost entirely by W. J. Wilsey, a Portland timber man and mining operator, who single-handed has accomplished herculean tasks. "From time to time the agents and experts of the eastern financial interests have visited Oregon, examined the various proposition taken up, and passed upon them. A few weeks ago the final examination was made by Banker Crabtree, who personally went over the entire route up and down the coast and across Oregon in a buckboard with Mr. Wilsey. On his return the financing syndicate formerly accepted the proposition and the final contracts have just been closed, assuring beyond peradventure construction of the road. "The result of all this to Oregon is almost beyond human conception. A railroad system that belts the Pacific coast giving a water grade between Portland and San Francisco, opening to the world the vast resources of coast countries, and a new transcontinental line touching Pacific tidewater at every great Oregon seaport and passing through central Oregon to a connection with the Gould system and the Rock Island at Ogden, and possibly with the Burlington and one other eastern road in Wyoming—these things have for years been the dream of Oregon's builders. The great project is no longer a dream, but a reality. Oregon at last, is come into her industrial and commercial heritage. "The Oregon Coast & Eastern, as surveyed is what its name indicates, a binding of the coast countries together in a transportation system extending east to the various eastern connections now reaching out as far as Wyoming and Utah terminal points. Its route from Humboldt bay north runs through Curry, Coos, Tillamook and other counties to Portland. From Coos bay it runs east through Eugene, crosses the Cascades and passes through Klamath, Crook, Harney and Malheur counties. "The road will furnish a route from Portland to the east 310 miles shorter than any existing or projecting line," said Mr. Wilsey. "It will pass through the richest undeveloped portions of Oregon. It will connect at Humboldt bay with the Santa Fe, if negotiations now practically closed do not go away. If they do it will build on to San Francisco, keeping close to the coast line. At Portland it will connect with the Hill lines. We have proceeded every step of the way in good faith, and when we reach Portland we shall expect the people of this city to meet us half way in a spirit

REDUCTIONS REDUCTIONS REDUCTIONS THE GREATEST SALE Of all Great Sales Going on Now REDUCTION REDUCTION REDUCTION Look at our Window and See the \$4.65 Suits P. A. STOKES REDUCTIONS REDUCTIONS REDUCTIONS REDUCTIONS REDUCTIONS REDUCTIONS

ANOTHER MIGHTY SALE OF CHILDREN'S COATS AND THE LAST Whether your children need new coats now or not. If there is the least possibility of their needing them for the coming winter its very much to your advantage to purchase now A PURCHASE NOW MEANS FROM \$3.00 TO \$8.00 SAVED EXTRA SPECIAL We have placed in our windows a large quality of fancy FRENCH FLANNELS suitable for making dainty waists for early spring wear. The price formerly was 65c and 85c the yard while they last we will dispose of the remaining waist lengths at the extremely low price of a yard 49 cents There's a splendid collection of the most popular shades and colorings in the choosing, better come early. LADIES' COATS SUITS AND SKIRTS ALSO DRASTICALLY REDUCED THE FOARD & STOKES CO. ASTORIA'S GREATEST STORE. Where the New things Make Their Debut.

"YOU CAN SEARCH US."

This Is What All the Railroads East Tell the "A. & C."

Yesterday's Oregonian has the following story of freight car No. 1003, of the Astoria & Columbia River Railroad Company, now six years adrift: "What has become of Astoria & Columbia River box car 1003? This is what Superintendent John McGuire wants to know. For the past six years he has been trying to get that particular piece of rolling stock back to its home yards, but the object of his search and extensive correspondence is as badly lost as ever. The disappearance of this particular car constitutes a real mystery of the rail that has long perplexed the officials of the road and is still causing them worry. "About six years ago, when the Astoria & Columbia River road was first built, box car 1003 was loaded with tierces of Columbia River salmon and shipped to a point on the lines of the Pennsylvania road. Since then it has become a wanderer, making a grand tour of the country and traversing the railroad in all directions, but although its wheels have clicked over thousands of miles of rail, and the car has been shunted into thousands of switchees it is still far from its home yards. From Kokomo to Moshassuck and from Muncie to Muskingum this homesick freight car has measured off the miles. "The return of this car became a matter of such moment that Superintendent McGuire wrote a personal letter to President Alexander J. Cassatt of the Pennsylvania lines, urging the return of the car. President Cassatt was told that his correspondent had heard many dark things hinted of the Pennsylvania and its management, but he never thought the road would steal freight cars. From the head of the Pennsylvania road came no response, and the mystery of car 1003 is as dark and impenetrable as ever. "A few years ago the car was headed home. It got as far as Walla Walla, Wash., but there, in a time of big wheat crops and a shortage of cars to transport it, the car was pressed into service, and, after being filled with Palouse wheat, was rushed back East again. Since that time it has not been in far Western territory, so far as Superintendent McGuire can learn, and it is probably still going on its Eastern rambles. While in the service of other companies its owners are paid 20 cents a day for its use, but they would prefer to have it returned here instead of wearing out the tracks of alien roads."

Croup. Begins with the symptoms of a common cold; there is chilliness, sneezing, sore throat, hot skin, quick pulse, hoarseness and impeded respiration. Give frequent small doses of Ballard's Horehound Syrup, (the child will cry for it) and at the first sign of a croupy cough apply frequently Ballard's Snow Liniment to the throat. Mrs. A. Vliet, New Castle, Colo., writes, March 19, 1902: "I think Ballard's Horehound Syrup a wonderful remedy, and so pleasant to take. Sold by Hart's Drug Store. The best milking machine in the world consists of a pair of strong hands, each armed with five supple digits.

The BEE HIVE SPECIAL SHOWING New embroidered shirts and shirt waists. New white shirt Waists. New ginghams, percales and domestic wash goods. The BEE HIVE

Everything That's Good to Eat CAN BE FOUND HERE. We carry a full line of fancy canned and fresh fruit and vegetables. Fancy naval oranges. Price from 10c to 50c per doz. Telephone us and your order will have the same particular attention as if you called in person. ASTORIA GROCERY Phone Main 681 523 Commercial St. of welcome and co-operation. We ask nothing that is not fair and just, and are not seeking financial assistance. MORE COMFORT THAN EVER. On Sunday, December 17th, the Denver & Rio Grande railroad will inaugurate a daily line of standard and tourist sleeping cars between Denver and Los Angeles in connection with the new Clark road. Both cars will leave Denver daily at 9:30 a. m., and arrive at Salt Lake City at 1:35 p. m., the next day. At this point the cars will be held over until midnight, thus allowing through passengers the privilege of a stop-over of ten hours and a half in Salt Lake City. Eastbound, these cars will leave Los Angeles at 8 p. m., and arrive at Salt Lake City at 6:30 a. m., second morning where they will remain over until 3:00 p. m., thence to Denver where they will arrive at 4:00 the following afternoon. This stop-over at Salt Lake City of the regular line of sleeping cars promises to be an attractive feature for transcontinental travelers. A Habit to Be Encouraged. The mother who has acquired the habit of keeping on hand a bottle of Chamberlain's Cough Remedy, saves herself a great amount of uneasiness and anxiety. Coughs, colds and croup, to which children are susceptible are quickly cured by its use. It counteracts any tendency of a cold to result in pneumonia, and if given as soon as the first symptoms of croup appear, it will prevent the attack. This remedy contains nothing injurious and mothers give it to little ones with a feeling of perfect security. Sold by Frank Hart and leading druggists.