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PRICE FIVE CENTS.

HARRIMAN'S NEXT MOVE.

PROBABLE DEVELOPMENTS IN THE SOUTHWESTERN SITUATION.

FURTHER ACQUISITIONS BY THE SYNDICATE LIKELY TO FOLLOW THE UNION PACIFIC CONTROL OF SOUTHERN PACIFIC.

With the Stock Exchange closed on the occasion of the Queen's funeral, the influence upon the market of the Union Pacific-Southern Pacific announcement and its vast collateral possibilities could not be measured yesterday in terms of stock quotations, but the bankers and the many brokers who came downtown, in spite of the day being a semi-holiday, discussed with great interest the change of control of the Southern Pacific company, and generally took the view that other scarcely less weighty developments in the southwestern situation were impending.

The next move of the Harriman syndicate to be announced, it was declared, would be the acquisition of control of the Missouri, Kansas and Texas Railway Company, but this report was explicitly denied by Otto H. Kahn, of Kuhn, Loeb & Co., who said that his firm and E. H. Harriman, who constitute the so-called "Harriman syndicate," were not negotiating for control of the road.

Other reports in Wall Street yesterday had it that the Atchison also, which extends from Chicago to California, paralleling both the Union Pacific and the Southern Pacific, and lying midway between them, and which at present is without marked affiliation with the now dominant influences in its territory, was before long to be brought in some way into close relations with them.

There have been at more or less frequent intervals for years rumors that the Goulds were to consolidate into a single company the roads of the Missouri Pacific system—the Missouri Pacific Railway proper, 3,103 miles in length, with the St. Louis, Iron Mountain and Southern, operating 1,773 miles of line, virtually the entire capital stock of which company is owned by the Missouri Pacific; the Texas and Pacific, 1,425 miles; the St. Louis Southwestern, 1,258 miles, and the International and Great Northern, 825 miles. It is known that the Rockefeller, who control the Missouri, Kansas and Texas, have made large investments in the stock of the Missouri Pacific, and it would surprise no one in Wall Street to learn that the Goulds had similarly bought into the Missouri, Kansas and Texas, which runs from Galveston to Kansas City and St. Louis, through territory served also by the lines of the Missouri Pacific system.

Still another line in the southwestern district, which may figure in the plans reported to be afoot for that region, is the Kansas City Southern Railway, extending from Fort Arthur, on the Gulf, to Kansas City—the old Kansas City, Pittsburg and Gulf, and in those days a destructive and feared rate cutter—control of which since last October has been lodged in the interests controlling the Chicago and Alton.

In the voting trust of the Kansas City Southern are E. H. Harriman and Otto H. Kahn, of the Harriman syndicate, who stand primarily for Union Pacific interests; George J. Gould, president of the Missouri Pacific, and James Stillman, representing the Missouri, Kansas and Texas interests.

UNION PACIFIC'S MAIN LINE.

The main line of the Union Pacific extends from Ogden, on the west, to the Missouri River at Omaha, and at Kansas City, with a branch to Leavenworth. At Omaha it connects with the Chicago and Northwestern, the same interests dominating the two companies, and, through the Northwestern, almost an air line, it gains entrance into Chicago. At Kansas City connection is made with the Chicago and Alton, affording an equally advantageous route to Chicago; and the Alton is controlled by Harriman, Gould and Rockefeller interests. From Chicago to the Atlantic seaboard also the Union Pacific is in the country of its friends, for the New York Central is controlled by interests with which Mr. Harriman has long been closely identified, and Mr. Harriman and Jacob H. Schiff, of Kuhn, Loeb & Co., are directors of the Baltimore and Ohio.

Westward from Ogden, however, the Union Pacific has heretofore had only one independent route to the Pacific Coast, that by way of the Oregon Railway and Navigation Line to Portland, Ore.

The chief value to the Union Pacific of the acquisition of the Southern Pacific, it is reckoned, is in insuring to the former road the undisputed control of the Central Pacific, which brings the Union Pacific through to San Francisco. The Southern Pacific main route lies far to the southward of the main Pacific, and its Texas lines are closely interlaced with the Missouri, Kansas and Texas and the Kansas City Southern and the Gould roads, with all of which the Southern Pacific has now been brought into harmony and all of which reach the Union Pacific on the north.

The price paid for the Southern Pacific holdings transferred to the Union Pacific interests by Speyer & Co. and the Huntington heirs, it is said, was between 47 and 50, and the transaction is understood to have involved the expenditure of nearly \$70,000,000, most of it in cash.

Isaac E. Gates, acting vice-president of the Southern Pacific Company, a brother-in-law of the late C. P. Huntington, said:

"The deal involving the sale of the holdings of the Southern Pacific has been closed, but the stock has not yet been delivered. The negotiations have covered a period of several weeks. I understand that the Huntington-Speyer holdings carry control of the property. Of course, I cannot say anything about the price received other than to state that it was satisfactory."

FINANCING PLAN NOT READY.

The plan of financing this vast operation, it is said, has not yet been fully worked out. The Southern Pacific system will continue to run independently, but in co-operation with the roads with which the new interests are identified. It is also declared that the transfer of control of the Southern Pacific does not carry any change, for the present at least, in the securities of the allied companies. The Central Pacific, the entire capital stock of which is owned by the Southern Pacific, in 1899 settled its debt to the United States Government, then amounting to \$38,812,715, principal and overdue interest, by giving the Government twenty 3 per cent promissory notes, payable semi-annually, and extending over a period of ten years, the payment being secured by a pledge of \$58,820,000 first refunding 4 per cent gold bonds issued by the Central Pacific. Speyer & Co., who were parties to the agreement, took up at the time the first four of the notes, and the remaining notes have been met as they have become due.

Russell Sage said last night, in speaking of

MARDI GRAS, NEW-ORLEANS, LA.

Southern Ry. will sell round trip tickets from Washington, \$2.00. Tickets on Feb. 12 to 15, inclusive, good to return until March 7. New-Orleans, La. Secure your tickets via this popular route. Office, 126 Broadway.—Adv.

The Seaboard Air Line Railway operates through Pullman sleeping cars to Florida, also to Atlanta, Ga., making connection for Nashville, Tenn., and New-Orleans, La. Secure your tickets via this popular route. Office, 126 Broadway.—Adv.

JOHN D. CRIMMINS AND HIS BOOKS.

One of the interesting articles in the February Literary Collector, 4 East 43d St.—Adv.



READING BULLETINS FROM OSBORNE HOUSE OUTSIDE BUCKINGHAM PALACE.



RECEPTION OF THE KAISER BY THE PRINCE OF WALES AND DUKE OF YORK AT CHARING CROSS STATION ON JANUARY 20.

From "The Illustrated London News."

the purchase of control of the Southern Pacific by Union Pacific interests: "I believe that the stockholders and bondholders of a railroad should receive a fair return on their investment, but I do not believe in combinations such as the one just effected between the Union Pacific and the Southern Pacific. By such combination a vast system of road comes under the absolute control of a single group of men. All is likely to go well as long as the crops in the territory traversed continue good and rates are not raised. But the people have a thousand votes to every one controlled by the railroad, and when the railway owners seek to use their power to advance rates, the State Legislatures will retaliate."

NO MARKED CHANGE IN PROSPECT.

SO SAYS PRESIDENT HAYS—VANDERBILT CONTROL FROM HAMBURG TO HONG-KONG.

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, so long as it is managed in accordance with a broad and liberal policy which conserves the best interests of the public. 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. 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 members of the purchasing syndicate, and spoke highly of Mr. Harriman's ability as a railroad man.

William H. Crocker, speaking of the deal, said: "The Vanderbilt railroad and steamship interests will now have a direct line between Hamburg and Hong-Kong, across the American continent."

Third Vice-President Stubbs, a 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 annual meeting in April next.

According to C. P. Huntington's will to his widow was left two-thirds of his Southern Pacific stock and to his nephew, H. E. Huntington, the remaining third. In round numbers he had six hundred thousand of the two million shares of Southern Pacific stock. H. E. Huntington's portion was, therefore, two hundred thousand shares. On the supposed basis of \$35 a share, he gets \$7,000,000. Mrs. C. P. Huntington, on the same basis, realizes \$22,000,000.

WOMAN KILLED BY TRAIN.

WIFE OF ALEXANDER R. SMITH DID NOT HEAR THE WHISTLE.

As the Naugatuck express on the New-York, New-Haven and Hartford Railroad was passing through Pelham Manor yesterday morning about 10:35 o'clock at the rate of forty miles an hour, the engineer saw a woman crossing the tracks only a few hundred feet ahead of the locomotive. He gave several shrill blasts of the whistle, but the woman, who wore a large collar and hat, and whose head and shoulders, did not appear to hear him, and made no effort to get out of the way. Before the train could be brought to a stop she was struck by the pilot of the locomotive and killed almost instantly. The mangled body was carried into the waiting room, where it was identified as that of Mrs. Alexander Rogers Smith, of Pelham Heights. Mrs. Smith was the wife of Alexander Rogers Smith, formerly Editor of "Seaboard," a trade paper of this city. Mr. Smith is a prominent Republican, and was a member of the State Commerce Commission appointed by Governor Black. Mr. Smith recently went South on a business trip. The dead woman was about thirty-eight years old, and leaves six children. Yesterday morning, with her eldest son, Alexander R. Smith, Jr., fourteen years old, she left her home, intending to take the 10:45 o'clock local train for this city. In order to reach the west station expeditiously, Mrs. Smith crossed the tracks. The boy ran ahead to buy the tickets, and was in the station when his mother was killed. Several women were on the platform and fainted when they saw the crew carrying the body away.

Don't fail to visit Pinehurst, N. C., on your way to Florida via the Seaboard Air-Line, one of the most delightful resorts of the South. Office, 126 Broadway.—Adv.

JOHN D. CRIMMINS AND HIS BOOKS.

One of the interesting articles in the February Literary Collector, 4 East 43d St.—Adv.

MAY BE PASSED ON FRIDAY.

CONFERENCE ON TAX BILLS AT THE FIFTH AVENUE HOTEL.

THE GOVERNOR, SENATOR PLATT, COLONEL DUNN AND OTHERS TAKE PART IN IT—REAPPORTIONMENT OF THE STATE DISCUSSED.

"The tax bills and how best to pass them" formed the theme for prolonged discussion at the Fifth Avenue Hotel yesterday by Governor Odell, Colonel George W. Dunn, chairman of the Republican State Committee; Senator Platt, William Barnes, Jr., State Executive chairman, and Senator Krum, chairman of the Committee on Taxation and Retrenchment. All the bills are to be passed at an early day, the leaders assert. The Governor went to Newburg on the 11:30 o'clock train, and after that the conference was continued by the others. As a result of the talk the Republican Senators will try to have the hearing on the Life Insurance bill ended by Wednesday night, and that on the Savings Bank and Trust Company bill by Thursday. Then, if occasion warrants it, the Republicans will caucus on the bills and pass them, possibly on Friday, it was said. If the hearings should be prolonged there may not be any attempt to reach a vote till the early part of next week.

The reapportionment of the State also came up for discussion yesterday both at the Fifth Avenue Hotel and at Republican county headquarters. It is now regarded as likely that all three new districts will be given to this city. When Senator Platt was seen last night he indicated that all the districts "would come here" on account of the large increase of population, and because of the necessity for obeying the letter and spirit of the statute. A joint committee of the Senate and Assembly, will be appointed to take the subject in hand. It is expected that this committee will abide by the suggestions of the local Republicans. If it be decided to give all three new districts to New-York, nothing definite can be done till the population of the city as determined by the late census has been thoroughly analyzed. The census figures will be used for the tabulation of the totals for the respective election districts, and not until this difficult computation has been completed can anything satisfactory be done in the way of carving up the districts.

The County Committee officials are somewhat divided as to the best plan to do this. Some want the lines to run crosswise of the city, beginning at the Battery, while others think that at least three safe Republican districts should be planned for by running the districts north and south. If the lines are run crosswise it will make all save two districts normally Democratic by two or three thousand at the lowest calculation, it was said; while the lowermost districts will be heavily Democratic. It is argued that if this plan be adopted, the safe or seven closer districts would all be good fighting ground for Republicans, and that in every district there would be ambitious Republicans of means only too eager to make a hot fight for Congress honors. This would cut down the normal Democratic plurality to little or nothing, it is urged, and in many cases the Republicans would pull through. By this method, it is believed, the State ticket would get a largely increased support. Those who oppose this idea say that in a Democratic year the Democrats would make an absolutely clean sweep, and that the reapportionment ought to be made so that at least three districts in New-York County and three in Kings would be certainly Republican. Messrs. Morris, Ten Eyck and Manchester will wrestle with the problem the coming week.

Senator Eisberg, who voted on Thursday last to recommit the tax bills, said last night at the Fifth Avenue Hotel that he was in favor of the measures, but he wanted fuller discussion on them. Senator Slater, who voted to recommit them, said that he thought such important measures should be given full and free discussion. He added that he wouldn't know whether he was in favor of the bills until he had heard them discussed.

FOUR RESCUED FROM DROWNING.

ICE GAVE WAY BENEATH SKATERS WHO CROWDED AROUND.

Cape May, N. J., Feb. 2 (Special).—Four skaters were rescued from drowning on Lake Lilly this afternoon after a serious time amid the breaking of the ice. They were Miss Mamie Sayre, Willis J. Benckert, Willie Hall and Claude Taggart. The first two had been skating together when the ice in the center of the lake gave way with them. After they called for help others gathered about to save them. The ice began breaking, and later two others also fell in. All but Benckert were rescued with a horse blanket, while Benckert was pulled out with a pair of horse reins. The blanket and reins were taken from a horse hitched while its owner was skating.

THE ARNOLD FIRST EDITIONS.

I was the largest buyer. Will sell at small profits. George D. Smith, 4 East 43d St.—Adv.

LIVELY FIGHT IN WALDORF.

PROPRIETOR, DETECTIVE AND BELBOYS IN A SCRIMMAGE WITH A PARTY CHARGED WITH DISORDERLY BEHAVIOR.

A man who said he was William J. Bryant, a drygoods clerk of No. 345 Clinton-st., Brooklyn, was arrested in the Waldorf-Astoria last night after a lively fight. He knocked down and jumped on James F. Kennedy, the hotel detective. In turn Kennedy laid Bryant low with his billy, and made the vendor of fabrics a sorry sight. Kennedy was reinforced by Mr. Boldt, the proprietor; some waiters, and a lot of belboys. The scene of the battle was the reading room, which adjoins the billiard room. Bryant was one of a party of six men and two women who had been in the reading room for an hour or more. They had ordered, paid for and taken many drinks, of which cocktails were in the majority. They laughed and talked and so annoyed another patron of the hotel that he could not read his evening paper. Suddenly, at 7:30 o'clock he leaped to his feet and ran to Detective Kennedy.

"Mr. Kennedy, did you see that?" he demanded.

"No. What?" asked the detective.

"Why, that fellow [pointing to Bryant] acted in a way that I do not expect to see in a place like this. I want it stopped."

Mr. Kennedy says he looked and saw that all that had been charged was true. Mr. Boldt was consulted. He said that Mr. Kennedy was paid to care for such things, and intimated that any person acting improperly must be asked to leave the hotel, and in the event of a refusal be thrown out.

"This will have to stop," said the detective to Bryant. "You are acting disgracefully." One of the men jumped up and, catching one of the women by the arm, said:

"Come, Blanche, the two left the hotel. 'How dare you? Who are you, sir?' demanded Bryant. 'A mere detective insult you like this. You are an insolent puppy. Go to—', sir! Take that." Bryant hit straight out. The blow cut a half-inch gash over Kennedy's eye, and the detective dropped. Kennedy says the men and women all jumped on him. But Mr. Boldt went to the rescue. After it was over a policeman was called in and he, Kennedy and Bryant went in a cab to the "Tenderloin" station.

On the trip Kennedy says Bryant offered him \$5 to fix him. Bryant was later hailed out by a friend, who he addressed as "Wheeler." Bryant was charged with assault and being disorderly.

While the fight lasted, three or four minutes, business on the main floor of the hotel was suspended.

DUKE OF YORK'S CONDITION.

CONFLICTING REPORTS AND NO OFFICIAL BULLETIN.

London, Feb. 2.—Reports are conflicting, but it appears that the Duchess of Cornwall and York did not attend the funeral services, but remained with her husband, concerning whose condition no bulletin has been issued to-night.

MAY BECOME ATTORNEY-GENERAL.

FRANK E. HUTCHINS, NOW FIRST ASSISTANT, MENTIONED FOR THE PLACE OF MR. GRIGGS.

Cleveland, Ohio, Feb. 2 (Special).—It comes from a Washington source to personal friends that President McKinley will name Frank E. Hutchins, of Warren, Trumbull County, Ohio, as successor to Attorney-General Griggs when the latter official retires on March 4. Mr. Hutchins is now First Assistant to Mr. Griggs. The President thinks highly of Mr. Hutchins as a man and a lawyer. Mr. Hutchins was one of the committee that examined President McKinley when he was admitted to the practice of law in Ohio, and a friendship has since been continued between them. Mr. Hutchins was a practitioner at the Trumbull County bar for years, and made a specialty as consulting attorney. His first public office was the one which he now holds. Although an ardent Republican, he has never taken an active part in political campaigns.

RIGHT AT YOUR HAND

Is Grand Central Station of the New York Central with a through train every hour. Reservations made a month in advance. Trains at all hours. See time table.—Adv.

GODDARD WARNED O'ROURKE.

THREATENED HIM WITH PUNISHMENT FOR ALLEGED IRREGULAR METHODS IN VOTING BELLEVUE INMATES.

Captain F. Norton Goddard, Republican leader of the XXth Assembly District, said last night that he warned Deputy Superintendent W. B. O'Rourke of Bellevue to stop certain alleged illegal methods in voting Bellevue inmates at the last election, and that a continuance of the same would bring about his dismissal. "O'Rourke was in the habit of voting about 150 or 175 paupers every year," said Captain Goddard. "He made a pretense that the men were on the city payroll and entitled to vote, but I found that their compensation was merely nominal, and was for picking up a few scraps of papers from the lawn. O'Rourke and Commissioner Keating, the Tammany leader of the district, worked together in voting these questionable people. After I had investigated the case, I saw O'Rourke and warned him that if he didn't discontinue the practice I would take action against him, and that I'd follow up the case for ten years if necessary in order to have him punished. I meant every word of it, too. I think the Grand Jury's recommendation for his dismissal will bring about his retirement."

When Mr. O'Rourke was seen last night he said:

"I remember that Captain Goddard about a year ago warned me to stop voting certain people in the Third Election District of the XXth Assembly District. He accused me of unfair practices, but I said then and say now that there was nothing irregular about anything done at the polls in the Third District. Captain Goddard was mistaken."

KERR'S FATHER DIES.

A BROKEN HEART THOUGHT TO HAVE KILLED HIM.

Paterson, N. J., Feb. 2 (Special).—Hugh Kerr, father of George J. Kerr, who was removed to State Prison yesterday, died this afternoon at 3:20 o'clock at his home, No. 26 Ward-st. The deceased was seventy years old, but up till three months ago he was in rugged health. The dis grace brought on by the implication of his son in the Brosschler murder had a visible effect on the old man's health.

Mr. Kerr was born in Belfast, Ireland. He came to this country fifty years ago. He became a boilermaker and worked at that trade both in Rogers' and Cook's locomotive works. For a number of years he was away from this city, working in Scranton, Penn., Mattawan, N. Y., and Charlestown, Mass. Returning to this city, he took up the general contracting business. He leaves a second wife, whom he married three years ago, and four children—Judge John F. Kerr, George J. Kerr, Josephine Kerr and Mrs. E. E. Denner. Four years ago, when Garret A. Hobart was received in the army here by 15,000 citizens, immediately after his nomination for Vice-President, Mr. Hobart pointed to Mr. Kerr and said he was delighted to honor him. His physician says that Mr. Kerr died from stomach trouble, but people generally say he died of a broken heart.

THE PROCESSION THROUGH LONDON.

The procession itself was designed to be a representative guard of honor for the lamented sovereign. All branches of the military service were represented in it. It was preceded by the bands of the Household Cavalry playing Chopin's and Beethoven's funeral marches. Three volunteer organizations of rifles, engineers and artillery were the vanguard, followed by a detachment of yeomanry, a colonial contingent and four battalions of Scotch, Welsh, Irish and English militia, representing the splendid reserve forces with which the army in South Africa has been stiffened. Next came files of hard working branches of the service, whose importance is ordinarily neglected on military occasions. These were the veterinary department, pay corps, ordnance corps, chaplain's department, medical corps, and the laborious army service corps. No branch of the military organization was passed over in this tribute of respect to the dead sovereign. The file of representatives of the Indian army opened the way for the fighting services. There were six battalions of infantry of the line, Scotch, Irish and English, followed by four detachments of Foot Guards, Irish, Scotch, Coldstreams and Grenadiers. The Royal Engineers came next, with detachments of garrison, field and horse artillery, followed by lancers, hussars, dragons, Horse Guards and Life Guards. Detachments of marines and bluejackets brought this varied and characteristic representation of the British army and navy to a close. It was not a brilliant or a picturesque military pageant, for the colors of the uniforms were sombre and quiet, but

DR. GRIGGS WAS BURNED TO DEATH

FELL FROM A CHAIR INTO A GRATE FIRE INSTEAD OF DYING FROM PARALYSIS.

Dr. Stephen Chandler Griggs was burned to death and did not die from paralysis, as was asserted Friday night, at the home of his daughter, Mrs. Charles H. Jennings, of Nutley, N. J. Yesterday it leaked out that Dr. Griggs, who was eighty-two years old, had fallen from an invalid chair into a grate fire. When he was found his bathrobe was in flames and his head was resting in the hot embers. His face and the upper portion of his body had been so badly burned that he died within five minutes. Dr. Griggs, who went to live with his daughter five years ago, suffered a sunstroke about a year ago. Since then there had been an attendant with him almost constantly. Friday the doctor asked that he be placed in an invalid chair and wheeled close to the grate fire. When that was done the attendant left him for a few moments. In his absence the accident happened. It is believed that the doctor was stricken with paralysis and fell over into the fire.

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