JUNTINGTON, Or., May 12.—(Special correspondence.) - The first thing that strikes a person as peculiar on arriving will be 2 o'clock in the eastern part. X traveler coming from Portland to Huntington will look at his watch and say "It is I o'clock," and at the same moment a passenger from towards the East, say Boise, Idaho, will say "It is 4 o'clock." ad both will be correct, one being mountain" time and the other "Pactific" me. It is through Huntington that the nuglinary line runs from north to south. which changes everyone's watch just one you are going East and one hour earlier if you are coming West. An Eastern train will arrive here at 7:26 P. ntain time, remain 20 minutes, leave at 6:25. Pacific time.

Water Works and Electric Lights. Runtington is a town of about 1000 prople (the census of 1900 gave it SI), and yet has no water works nor electric lights. If there were more green lawns and shade trees, which a supply of water would secure, it would be greatly appre-dated by the residents of Huntington. Various plans have been considered for having a water supply, but to pump by steam would not be profitable, as wood is worth \$656 a cord here, and coal and gasoline are expensive. Only about two miles from the town flows Saske River. and just below the steel railroad bridge is a rocky island in the center of the current is quite swift. It has been suggested that two boats be anchored be tween the shore and this island, and be twen them a large current water whee be placed for generating power and pro-pel dynamos on the boats, and that wires electricity to the town, and also to an ejectric motor and pump water by electric power from wells first cost of this plant would be about \$15,000 but the cost of maintenance would be small, and an income of from \$300 to \$500 could be secured. Huntington would be greatly benefited by having such an enterprise started, and it would seem to offer a chance for profitable in-vestment of the amount of capital mea-

Branch Railroad Junction.

There is more than usual talk just now Seven Devils district, and the mineral mining section of 5 miles down the river. It is rumored that a Pennsylvania syndicate will build it, and again it is said it will be built by the Oregon Rail-

RIVAL TO PORT COSTA

CALIFORNIA GRAIN WILL BE

SHIPPED FROM PABLO POINT.

New Ship Channel at Slaughter's

Completed-Captala Branth's

Opinion of Portland Lawyers.

SAN FRANCISCO, May 15 .- Porto Costa

is to have a rival as a grain shipping center. Active operations for the work to be done to make this possible of ac-

first wharf to be built was signed this morning, the price being \$30,000. Healy, Tibbetts & Co. are the contractors, and behind the scheme is the Richmond Helt

Railroad Company.

The wharf contracted for is to be built at Pablo Point, and the contract calls for its completion within 26 days.

SUEZ CANAL.

Possible Effect of Growing Compe

tition Upon Its Traffic.

higher than in any previous year since the opening of the route. Whether the

canal will, however, continue to receive a growing share of the tonnage of the car-rying trade to the Orient is a proposition

affected no less by the Canadian, Ameri-

Suez Canal interests, while naturally concerned about the competition which is springing up in all directions, regard the

Cluding Difbuoti, Mombasa, Zanaca-Cluding Difbuoti, Mombasa, Zanaca-Dar-es-Salaam, etc., the German and Austrian Lloyds are increasing their a speech

at Mombusa recently, announced the speedy inauguration of another direct line of steamers subsidized by the British

government.
To facilitate rapid transit, the canal has

CHANNEL COMPLETED.

land Dredges in April,

The Port of Portland dredge Columbia spent last month in digging a ship channel at Slaughter's, on the Lower Columbia.

ble SN hours. The cost of operating her for the month was \$550. The smaller dredge Portland, now dig-

ging a channel to Inman, Poulsen & Co.'s dock, in the southern part of the harbor, worked 28 hours in April. She was laid up at the dock a large part of the time

installing the new centrifugal pump designed by Engineer J. B. C. Lockwood. This pump is now discharging gravel through a pipe line from 1300 to 1400 feet

The Portland's expense account in amounted to \$5000, the large in-

quite recently in new lighthouses.

been supplied with four

without serious misgivings.

dishment will be begun in ten days says the Bulletin. The contract for the

lodging-house, two drug stores, one butcher shop, one millinery store, two doctors, a public school with four teachers, three stage lines, one to Malheur, 28 miles; to Dill, 20 miles, and Mineral, 25 miles; to Dill, 20 miles, and Mineral, 25 miles; the Dill, 20 miles and Mineral, 25 miles; the Daker City, two miles from Snake River and 25 miles from Welser, Idaho. Burnt River flows through the town, and its waters, for 29 miles west of Huntington, are carried out over the bottom lands, and profitable crops of alfalfa are grown. The road & Navigation Company. About four years ago the Northwest Rallway Com-pany graded a road from here about 3 at Huntington is that there are two times of the day, and each in a certain sense, is correct. If your watch denotes of clock in the western part of town, it down the Columbia River to Riparia, thus are carried out over the bottom lands, and profitable crops of alfalfa are grown. The hills in this section are bare of trees and afford grazing for thousands of head of stock. Baker County's assessment roll shows the number of horses and mules to be 4782; cattle, 20,697; sheep and goats, 75,078, and swine, 1822, a total of 182,487 head of stock. Stockmen complain of transient stock being allowed to graze on the ranges which over no target have been giving a continuous "water-level" haul to Portland. The advantage of this rail-road has been discussed and talked of for years, but I am informed that its for years, but I am informed that its construction is more probable just now than at any time. The basis of these rumors rest largely on the purchase of properties along this route by wealthy syndicates, which would be practically valueless if no railroad is to be built. Its which pay no taxes here A Railroad Division. construction would open up a country rich in copper and gold. At present the

have interests in a gold quartz mine with 30 stamps. There is also a large placer mine near there. On the mountain

side along Snake River about eight miles

from here is a gypsum mife, which is having its products hauled to the lime-kiln, four miles from here, on the O. R. & N., in which Colonel Beebe and others

of Pertland are interested. A contract for hauling by team to the amount of \$21,000 was let last month, which shows the impertance of this industry. A rail-

road of only 25 miles down the Snake River would tap a rich farming, fruit and stock country, and give a convenient

Heavy Trading Point.

Huntington's business houses are not numerous, but some of them do a very

large business. Readers of The Oregonian will remember seeing a picture in this pa-per of a whole trainfoad of groceries which were shipped from Portland to one firm here. The forwarding business is also

Three general merchandise stores, two

hotels, three saloons, three livery stables

three churches (Methodist, Congregational and Catholic), one shoe store, one cigar store, two barber shops, one bank, one weekly newspaper, two restaurants, one

lowed by lawyers in trying to make trou-

ble for ships just as they are ready to depart. On the way up the river, one

or his firemen, Louis Capelle, who shipped at San Francisco, fell through a hatch-way into the hold. The captain had Dr. Wheeler and other physicians examine the man on arrival here, and they pro-nounced his injuries as not serious. The fireman, however, left the ship and took an objected at the Good Samartian Hos.

up quarters at the Good Samaritan Hos

pital, and that was the last the captain

outlet for the product.

Huntington is the terminus or junction of the C. R. & N. and Oregon Short Line raitroads, and is a railroad division. There are about 50 persons on the payroll in the yard, roundhouse, depots and hotel, and as many more "ite over" here on trains from the East and West. The monthly payroll will amount to about \$500. There are 15 main tracks and switches through rich in copper and gold. At present the completed railroad grade, about 25 miles down the Snake River, gives the farmers and stockmen in that section the use of one of the finest wagen reads in Oregon. At Mineral, a mining town about three miles from Snake River, in Idaho, and 25 miles from Huntington, Ladd & Tilton, of Portland, are said to be largely interested in accuracy and alliver mine. interested in a copper and silver mine, and that a smelter would be located on the banks of Snake River, the fuel being and several hundreds tons of ice are kep standing in two large icehouses. Croppings of Coal. wood, which is abundant there, and this copper smelter would also be used for ores from the Seven Devils section, when a rallroad is completed. Opposite to this same mineral district, but in Oregon, Martin Winch and others of Portland

On both sides of Snake River, distant about four miles from Huntington, are quite promising croppings of a very good grade of bituminous coking coal, the discovery having been made less year, and the vein on the one partially developed property showing five feet of coal. The company of local owners have until in mpany of local owners have put in a tunnel about 200 feet, and the quality and quantity have improved, but just now more capital is required to put on pumping and other machinery, and no shipments have yet been made. These veins are of easy access to the Oregon Short Line railroad, and will prove valuable property if present prospects continue. They cover an area of about 1600 acres.

The heavy stone buttments and stee The heavy stone buttments and steel spans of the large and small railroad bridges along the line of the Union Pacific Railroad, and the amount of work being done in straightening out curves and bettering the condition of the roadbed in many ways, indicates that this railroad system is taking advantage of the splendid freight and passenger business now doing, so that accidents on the line, which are expensive and delay business, may be reduced to a mintmum. During may be reduced to a minimum. During the past haif-dozen years the O. R. & N. Co. has expended many thousand of dol-lars in bettering the roadbed for greater

for Seattle and San Francisco; steamer Mated for Seattle and San Francisco.
Seattle, May 15.—Arrived—Steamer Farallon,
from Skagway; German steamer Anubia, from
Tacoma. Salled—Steamer Indiana, for San
Francisco; steamer Charles Nelson, for San
Francisco. Arrived May 14.—Schooner W. T.
Witzmar, from San Pedro, and not schooner

Weatherwax, from San Pedro, for Hoquiam. New York, May 15.—Arrived—La Lorraine from Havre: Syrian Prince, from Genoa; Au guste Victoria, from Hamburg. Sydney, N. S. W., May 15,—Arrived pre vicusly—Sierra, from San Francisco, via Hono tuly and Auckland

parat, and that was the last the captain saw of him. A few days before the ship was ready to sail, Captain Branth received a letter from a firm of Portland attorneys, who had taken up Capelle's case. The letter concluded as follows:

"Of course, we will hold the ship liable for the damage. However, we would pre-Antwerp, May 15 .- Arrived-Rhynland, from

for the damage. However, we would pre-fer to make an amicable settlement rather, than to apply to the courts, which in-oreases the expense, to say nothing of all the extra trouble. If you will please call at our office, we should be pleased to nsult with you regarding same, with

in Branth declined to do business with the firm, and left port without his fireman, from whom the lawyers now can collect their bill

UPPER RIVER RISING.

for its completion within 28 days.
Contracts for two more wharves to be built at Malabe Point are soon to be let.
Malabe Point is located to the south of Pablo and between the two points are to be erected warehouses for the storing Williamette at Portland Will Beach Twelve-Foot Stage Sunday. f grain. It is estimated that at least 000,000 will be expended on the work efore the company will be ready to be-in operations. Both the Southern Pa-The Columbia is rising rapidly at up per river points, the effect of the recen warm weather. The river is almost sta-tionary here, but the effect of the rise above will be felt today. Reports to the Weather Bureau showed a rise of nineand Santa Fe roads have tracks extending within a short distance of Pablo Point. The waters there are deep enough to float any vessel that enters the harbor. tenths of a foot yesterday at each Wenatchee and Lewiston. At Riparia the

advance was half a foot.

The Willamette at Portland yesterday registered 10.7 feet, and by Sunday afternoon will reach the 12-foot mark. The The traffic passing through the Sucz Canal has, up to the present time, been constantly increasing. The transit re-cipts for 1901 amounted to \$19,515,116.16 (an increase over 1900 of \$1,897,888.32), and were rise from now on will be steady, but the rate will vary from day to day according to the temperature.

Lumber Carriers at Vancouver. Lumber Carriers at Vancouver.
VANCOUVER, Wash., May 16.—(Special.)—The steam schooner Aberdeen and the sailing schooner Compeer will arrive tomorrow at the Columbia River Lumber Company's mill to load for California ports. The barkentine Quickstep will also arrive this week from California to load at the same mill. The output of the mill will be 2,000,000 feet to supply these vessels. Regular trips of these boats will be made hereafter to this city. The water is high enough just now to let the vessels out over the shallow places with can and Panama routes than by the Bag-dad. Trans-Caucasian and Trans-Siberian Railway schemes. It is believed that the vessels out over the shallow places with Even if the main path to the Orient shall Even if the main path to the Orient shall be found to lie across America, the canal has the Persian Gulf, India, West Austra-ilia and the east coast of Africa from Beirs (the port of Rhodesia) to Suakin in the Red Sea to guarantee its future trade. To supply the growing needs of these and other East African ports, in-cluding Djibuoti, Mombasa, Zanzibar,

Night Trip With a Tow. The barkentine Georgina, which left down the river at 6 o'clock Thursday evening, in tow of the Harvest Queen, reached Astoria at 6 o'clock yesterday morning, having made the night run drawing 18.6 feet, without difficulty. The Queen later left up with the schooner

Compeer. Marine Notes

Two large steamers, the Inverness an Ivydene, are listed to load Japanese coal for San Francisco. The Dunearn completed her wheat cargo In considering the chances of the Sues at Greenwich dock. She will leave down

Canal route, one must not fail to attach Monday, due importance to the work of development now being performed in Africa.

dock to The Arranmore has shifted from Irving

dock to Greenwich.

The steamer Fulton has sailed for San Francisco with 400,000 feet of lumber shipped by Inman. Poulsen & Co. Work Accomplished by Port of Port-

The sides of the lower deck of the steamer Arrow are being boarded up to make her seaworthy for the trip around to Puget Sound. No information is given out as to when the Arrow will leave at Shughter's, on the Lower Columbia. The work was completed satisfactorily and now a 25-foot channel Sill feet long and 300 feet wide is at the disposal of shipping. The dredge deepened the channel four and one-half feet and excavated 184,665 cubic yards of material, composed of clay, sand and snags. The Columbia, which is under lease to the Government, worked 466 hours out of a possible Sil hours. The cost of convening her

Domestic and Foreign Ports ASTORIA, May 15 .- Arrived down at 6 A. 3 ASTORIA. May 15.—Arrived down at 5 A. M.—Barkentine Georgina. Left up at 9:40 A. M.—Schooner Compeer. Arrived at 11 A. M. and left up at 3 P. M.—Steamer Columbia. from San Francisco. Arrived at 1:20 P. M.—Franch bark General Faidherbe, from San Francisco. Arrived at 12 M. and left up at 1:60 P. M.—Steamer Aberdeon, from San Francisco and way perts. Arrived at 2 P. M.—Barkentine Tam o Shanter, from San Francisco. Condition of the bar at 4 P. M., rough; wind northwest; weather squally. Arrived at 5:40 P. M.—west; weather squally. Arrived at 5:40 P. M.—

West; weather squally. Arrived at 5:40 P. M.— Barkentine Arago, from San Francisco. San Francisco, May 15.—Arrived at 11 A. M.— Steamer Geo. W. Elder and Aurelia, from Portland.

San Francisco, May 15.—Arrived—Steams long. The Portland's expense account in April amounted to 1868, the large increase being due to the cost of the pump.

LEFT HIS FIREMAN BEHIND,

Captain Branth Declines to Settle a Case With Lawyers.

Captain C. Branth, of the Danish steamer Polarstjernen, goes away from Portland: schools of treating foreign abilimasters. He is perticularly incensed at the practice follows.

the railroad grounds, and as many as 500 loaded cars have been here at one time, and there are scarcely ever less than 200 here at any one time. The coal bunkers distribute about 100 tons of coal each day,

Substantial Improvements.

comfort of its passenger service, and as a consequence the schedule time has been shortened, the 406 miles between here and Portland being now made in 16 hours and 25 minutes. E. C. P.

am, May 14.—Arrived-Schooner J. M.

Liverpool, May 14.—Arrived—Feruvian, from Hallfax. Sailed—Ceitic, for New York. Naples, May 15.—Sailed—Bolivia, for New

London, May 15 -- Arrived-Livonian, from

WOULD DOOM NATIVES. Chinese in Islands Would Obliterate the Filipinos.

BAN FRANCISCO, May 15.-W. B. Winthrop, executive secretary to Governor of the Philippine Commission, arrived here today on the Siberia. He has just completed two years' service in the Orient and is home on a six months' leave of absence. Secretary Winthrop said that Governor Taft was still at Benguet

when he left, but that his heared when he left, but that his heared been almost entirely restored.

"Manila," says Winthrop, "is now the Cleanest city of its size in the world, with less crime than any community of which less crime than any community o less crime than any community of which I know. The ladrones you read about in the dispatches are just about like your burgiars and highwaymen, only not quite burgiars and highwaymen, only not quite so numerous and more easily disposed of. "Business in Manila is still duil at present, but the agricultural depression is responsible for that, and the condition is only temporary. The rinderpest destroyed a great many cattle, and the ag-ricultural methods in vogue throughout the islands are of the most elementary nature. The natives raise sugar and make it pay, and that by the crudest and most wasteful of processes. The agricul-tural possibilities of the Philippines are infinite and with modern methods there is no reason why the Islands should not be fruitful as any land on earth. The re-cent Congressional appropriation will do much to alleviate the situation, and the currency legislation will do more than anything else for the material develop-ment of the Philippines. The labor problem is a deep one. It will

the lator problem is a deep one. It will be settled, however, and on the lines laid down by Governor Taft. The commission realizes that while the admission of Chinese labor would hasten the development of the country and promote the prosperity of Americans financially interested there, it would reduce the Filipino to the lowest imaginable condition. Where he has been given a chance under proper supervision he has made an excellent workman. Captain Butt, of the land transport department, and Major Aleshire, of the water transport, have both employed large numbers of natives as teamsters, longshoremen, boatmen and general laborers and both speak highly of the Filipinos' good qualities in these lines of industry.

"With Chinamen in the land the Filiprosperity of Americans financially inter-

With Chinamen in the land the Fillpino will never be induced to work, and would gradually be obliberated altogether. The commission is not at all likely to The commission 28 not at all likely to sacrifice the Filipino for the sake of hastening the development of the Philippines. They will first make a man of him, and then, with his help, make something out of his land.

"Peace is now assured in the Philip-pines and much of the success of the civic administration is due to the wonderful personal influence of Governor Taft."

Vice-Presidents of Machinists. MILWAUKEE, May 15.—The International Association of Machinists today elected the following vice-presidents: Ar-thur W. Holmes, Toronto, Canada; John D. Buckalow, Little Rock, Ark.; Thomas L. Wilson, Omaha, Neb; George Mull-berry, Chicago; William Robinson, At-

Car Collides With Beer Wagon. CHICAGO, May 15.-Four persons were severely injured, one probably fatally. and 20 others were slightly hurt today when a Halstead-street electric car col-lided with a beer wagon. The failure of the driver of the wagon to hear the bell is said to be responsible for the ac-

A Generanteed Cure for Piles.

Itching Hind, Bleeding and Protruding Piles,
No cure, no pay. All druggists are authorized
by the manufacturers of Pano Olistment to retund the money where it fails to cure any case
of piles, no matter of how long standing. Cures
ordinary cases in six days; the worst cases in
the days. One application gives ease and resulet days. One application gives ease and resuby the days of the days of the days of the covery and it is the only pile remedy sold on a
positive guarantee, no cure, no pay. Price 50c.

**WEATHER RETARDS TRADE** 

CONTINUANCE OF STRIKES.

Drawbacks Regarded as Only Tem porary-Railroad Earnings Continne to Show an Increase.

NEW YORK, May 15.-Bradstreet's tomor weather and labor conditions have been far Weather and labor conditions have been far from perfect for the progress of retail trade, planting operations and growth and building, but the tendency to regard these drawbacks as merely temporary is still present, though the feeling as to labor disputes is that continued unsettlement will work serious damage to all interests concerned. Wholesale trade also reflects this feature, but so great is the confidence in the future outlook optimistic views still rule. Railroad operations, now free from congestion, are very favorable, a fitting crown to the records of past prospetity being found in the April record of a gain of 14 per cent in gross receipts, which follows steady and increasing gains made yearly in that month since 1866.

Capital has sought to be made in the stock market of the weakness of pig Iron and report-ed increases in steel, but the latter is denied, and while production of iron is now in un-precedented volume, reliable statistics of stocks of this material show no accumulation. Wheat, including flour, exports for the week ending May 14, aggregate 4,007,596 bushels, against 3,203,650 bushels inst week, and 5,172,-634 bushels this week last year.

Corn exports aggregate 1,431,257 bushels, against 1,631,709 bushels hast week, and 82,759

Business fallures in the United States for the week ending May 14 number 182, against 175 last week and 190 in 1902. In Camada for the week, 18, compared, with 15 last week and 22 one year ago.

BIG CROPS ARE EXPECTED. Farmers Are Buying Heavily, Des pite the Unfavorable Weather,

NEW YORK, May 15.—R G. Dun & Co.'s weekly review of trade tomorrow will say! Warmer weather has made it possible for the retail trade to regain part of the losses in the retail trade to regain part of the losses in volume of transactions, and the level of quo-tations for staple lines of merchandise is well maintained. Whofesale trade in seasonable goods is quiet, although there is more or less supplementary business, and jobbers report in-creased activity in several lines of wearing ap-parel. Clothing manufacturers are busy on Fall samples, which are unusually late. Fur-viture and harvest features are busy to Fall samples, which are unusually late. Furniture and harness factories are notably well supplied with orders, and there is no evidence of duliness in machinery or hardware. At most points, there are indications of improvement in mercantile collections, the favorable progress of Fall work having a great influence at the interior, while the heavy sale of fertillizers testify to the extensive proparation for arge crops.
Industrial conditions would be exceptionally

An unprecedented production of pig iron in April was accompanied by a decrease in fur-nace stocks, testifying to vigorous consump-tion and wholesome conditions in the steel in-dustry.

tremely irregular, some improvement being noted at woolen mills, while cotton spinners are in a bad position. are in a bad position.

Woolen mills are harassed by the phenomenal quotations for raw material, being unable to obtain even small concessions from bluyers of goods, who only purchase such small quantities as are required immediately. Not only has there been no advance in print cloths,

but a special sale at 3c occurred: es this week were 196 in the United States, against 225 last year, and 13 in Canada compared with 17 a year ago.

Bank Clearings.

NEW YORK, May 15.—The following table, compiled by Bradstreet, shows the bank clearings at the principal cities for the week ended May 14, with the percentage of increase and decrease as compared with the corresponding week last year.

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Springfield, Ill.
Wheeling, W. Va...
Wichita
Foungstown
Helena 14.9 exington ... 111. oomington, Ill. ... sincy, Ill. our Falls, S. D. ... 12.3

tica ecatur, IN. fouston alveston harleston Totals, U. S. .... \$2,049,975,600 .... Outside N. Y. .... 828,441,000 .6 14.0 CANADA. 

Totals, Canada ....\$ 48,148,000 HIS ILLNESS NOT SERIOUS Harriman Walks About the Depot

on Reaching Chicago. CHICAGO, May 15.—E. H. Harriman, the railroad president, who, it is alleged, is threatened with appendicitis, arrived in Chicago shortly after noon, accompanied by several physicians, who accompanied him from Omaha. He left for New York as quickly as his train could be switched

from the Northwestern to the Lake Shore road. He declined to see reporters. Mr. Harriman was able to leave his car, and waiked leisurely shout the platform while his train was being made up. He flatly refused to answer questions regarding his condition or anything else.

It is stated that Mr. Harriman was attacked the state of t

It is stated that Mr. Harriman was attacked after leaving Ogden. His train was met at Cheyenne by Dr. Barber, of that city, and Dr. Sawyer, of Evanston, who accompanied him to Grand Island, where Dr. A. B. Sommers of this city, met the train by appointment. Dr. Sommers came as far as this city, where Mr. Harriman will be met by a New York physician. It was also stated that Mr. Harriman had rested comfortably on his trip from rested comfortably on his trip from Omaha to this point.

Appendicitis Not Now Probable. CLEVELAND, May 15.—The special train bearing E. H. Harriman and party left for New York over the Lake Shore road at 8 o'clock tonight. Mr. Harriman was not seen, but his private secretary, who spoke for him, said that the report that Mr. Harriman is suffering from appendictly is cutter untire. that Mr. Harriman is suffering from ap-pendictis is quite untrue; that no symp-toms of that aliment had definitely ap-peared, and that a slight pain in his ab-domen had been so relieved as to war-rant the conclusion that there is no probability now of appendicitis. Mr. Harriman was reported to be sitting up in his car.

Suffering From Stomach Trouble. NEW YORK, May 15 .- A business as ciate of E. H. Harriman said today that while Mr. Harriman was Ill, he was not seriously so. He was suffering, it was said, from a stomach trouble.

EMPEROR SNUBS COUNT. Thoughtless Action Makes Hungarian Political Situation Worse.

. ........................ VIENNA, May 15.—Contrary to hopes and expectations, the Hungarian political

situation seems to have grown worse, rather than better, during Emperor Francis Joseph's stay at Budapest. This condition of affairs is reported to be largely due to an incident which occurred at the court ball on Thursday, and which has created much excitement in opposition circles. As usual, His Majesty embraced the opportunity which the ball affords to converse with the most prominent political and official personages, but on this occasion he entirely ignored Count Anoccasion he entirely ignored Count Ap-ponyl, president of the lower House, whose present relations with Premier De Szei are said to be somewhat strained. The opposition, which is hoping that the Count will join them at some future time, is greatly rejoiced over the affair. Count Apponyl himself seems to be offended. He did not preside in the House audience. Some light has been thrown or the difficulties of the present situation in Hungary by a remark the Emperor is re-ported to have made at the ball, which was: "I don't know what to do any more."

Concurrently with the Government's troubles in Hungary, the disturbances in Crotia continues. In spite of the arrival of troops, the rioters maintain their activity. There was a great demonstration tivity. There was a great demonstration at Buccarion on Thursday, when 3000 persons assembled to demand the release of the rioters who had been arrested on the day previous. The officials refused, whereupon the mob attacked the courtnouse and forced the officials to give up the prisoners. All this happened while a detachment of troops was guarding a rail-road station a short distance from 'the

At Kreutsz, which is under martia law, two persons already have been tried and executed. In a published interview the Viceroy of Crotia stated that a revolution had been planned for May 10, but the government discovered the plot in

egro Church Wrecked by Dynamite CHICAGO, May 15.—Another negro church was wrecked by dynamite tonight, when a bomb was exploded under the pul-pit of the African Methodist Church at

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