

GAY THROWS VIEW PAGEANTS AND HEAR MUSIC AND LECTURES

(Continued on page 8.)

pink, highly variegated. Mr. Dryden said that it is necessary to feed the poultry green food as well as the grain. He had on exhibition samples of food that should be given them, which included wheat, oats charcoal beef scraps, shell, bran and corn, the wheat being the principal ingredient. It is followed a hen will no doubt produce 200 eggs a year. It is necessary for the poultryman to have in his poultry yard pens for the hens and her brood, and in the demonstration are samples of these. These were separated by a partition and with wire front, with a smaller addition to allow the chicks as well as the mother to run about, and this had a tray door at the end of which was water therein. Mr. Dryden states that this device has proved very successful in the College poultry yards. There were also here a constructed brooder that contained many young chicks. At the rear of the brooder was a large jar filled with warm water, this being the means of keeping the brooder warm when the chickens have been in an incubator. If the poultryman, who visited this car was not benefited it was his fault, as all information desired was given. The interior of the car was prettily decorated with the colors of the college, black and orange. An ornament on the wall of the car, and which caused much amusement was a hatchet, above which hung a sign, read "The Poultry Doctor."

The horse parade in the morning started about 10 o'clock and was participated in by many fine animals, as well as prettily decorated buggies and carriages. There were several bus-houses of this city represented. Before was there a better showing of heavy draft horses, mares with colts, stallions, and single driving horses. The line of march started from Third and Main streets and proceeded down Main as far as Thirteenth, then turning returned up Main street. There were three bands in the parade to entertain things, the first harmonie band leading the parade, and was followed by carriages containing Mayor Dimick, B. T. McLean, president of the Oregon City Commercial Club, Dr. James Withycombe of the Oregon Agricultural College, M. D. Latourrette, T. D. Sullivan, O. D. Eby, and distinguished guests. One of draft horses, stallions, bays, draft horses, mares and colts, Oak Grove Girls' Band, single driving teams, decorated carriages, Shetland ponies and carriages, comic characters in a delapidated buggy, farm wagons, driving horses, etc. At 11 o'clock the judging of horses and vehicles took place on Fourth and Main streets. M. J. Lazelle, Major C. E. Noble and George Randall were grand marshals of the horse parade. Wilson & Cooke had four wagons in the parade and were awarded first prize.

The Oak Grove Girls' band gave a concert on the lawn of the court house, every number of which was highly appreciated. The lawn was well as the street in that vicinity were thronged with people, who were applauded and much praise given them for their excellent work. The automobile parade, the first ever given in this city, formed on Main street near Twelfth at 2 o'clock and there were automobiles of nearly every make represented, including the Ford, Maxwell, Flanders, Reo, Hartford, and others, many of them being handsomely decorated. Mrs. William R. Logus' automobile, driven by Mrs. Logus, attracted much attention. Her car was elaborately decorated with purple lilacs, the woodwork being entirely covered with the flowers, and festoons of purple illusion were used with artistic effect. Mrs. Logus was accompanied by Hugh Mount, Jr., son of Dr. and Mrs. H. S. Mount. She wore a white gown and a picture hat. The automobile of the White Corner, George Ely, was a very street, was in pink, and the family were in this car. The Elk Horn Livery Stable was represented with a prettily decorated car, this being college pennants, and an American flag. Mr. Wilson's family and friends rode in this. Among other attractive automobiles in the parade was that of William Sheehan, driven by Joe Sheehan, representing the Elks club, and the purple and white decorations were very showy. Fronting the machine was a pair of large antlers, and these were entwined with purple and white, and purple lilacs entwined, and was beautiful by having some of the handsomest and prominent members of the Elks, among them being Exalted Ruler, Henry O'Malley, Secretary Roy Young, Thomas P. Randall, Fred Humphrys and William Sheehan. Among the other attractive decorated automobiles were Chambers Howell, of Gladstone, H. C. Stevens, the Grand Theatre, J. W. Risley, William Wilson, C. G. Miller, Mortimer Parka, representing the Huntley & Parks Garage, Chester Elliott, John Risley, Damascus, this containing eight young ladies attired in white, one of them representing the May Queen. The large auto truck was completely hidden by evergreens, and the head of the goddess were held by the young ladies, this representing the Maypole dance. John Risley, William Logus, H. G. Starkweather, W. B. Starkweather, Henry Westermeyer, J. Levitt, C. A. Elliott, John Lovell, Riverdale Farm, Mrs. August Warner, H. S. Moody, E. J. Dauton, Dr. M. C. Strickland drove cars.

The bands rode in handsomely decorated automobiles. Mr. Logus drove H. S. Mount's new Roadster. The Oregon City Concert Band, under the direction of R. V. D. Johnston gave an open air concert on the court house lawn. The band played excellently and responded to several encores.

Some of the merchants and business men on Main street between Fifth and Sixth streets engaged for the day the Falls City band, and all day this band played the liveliest kind of music, which drew big crowds of people. The band was led by farmer boys. Charles Schoenbein is the manager of the band. Although there are but a few members they "got out" plenty of music. The horse cart races took place on Main street between Seventh and Fifth streets, two teams participating were those of Green Point Hose

Company No. 5 and Cataract Hose Company, Green Point winning. The first prize, and Fountain Hose company No. 1 winning the second. The wet contest took place between Main street between Tenth and Eighth streets, and was participated in by the Fountain Hose Company No. 1, Green Point Hose Company No. 5 and Chemical company No. 1. The boys proved they were good runners and much excitement prevailed while the race was on. Fountain Hose Company won first prize; Green Point Hose Company No. 5, second; Chemical Hose Company, third. The Fountain's men were A. Cox, A. Comman, C. Oaburn, W. Peters, H. Selder, J. Osborne, G. Warren, M. Roose, H. White, F. Schoenborn, C. Charles, G. Woodward; Green Point Hose Company No. 5—L. Bernier, Ben Baxter, John Hoyer, Mike Long, Carl Simons, C. Weismandel, E. Hopp, P. monk, C. Shief, W. Griffith, Guy Richards, Fliny Owensby.

The judges of horse company races were L. Ruonich, George Hankins and C. E. Ramsby. The judge of horses was Professor E. L. Patter of Corvallis. The following are the winners of the prizes: Best draft stallion: First, Fred Marshall, Mullino, Second, Estacada Bel-gard Horse Co., Barton, Third, David Hoffmeister, Barton. Best Draft Mare: First, A. J. Marra, Oregon City; second, Geo. Holiman, Oregon City; -310 Colt; First, R. Gosser, Sherwood; second, John Wallace, Oregon City; third, Wm. Dam-lace, Oregon City; 1911 Colts: First, John Wallace, Oregon City; second, Hatten Bros., Oregon City; Third, F. Hentrich, Oregon City. 1912 Colts: First, John Wallace, Oregon City; Second, Geo. Koehler, Canby; Third, E. M. Haines, Canby. Get of Sire: First, J. W. Smith, Aurora, Ore. Pro-ducer of Dam: First, John Wallace, Oregon City. Best Draft Team: First, Oregon Engineering & Construction Co., Second, John Yunker, Oregon City; Third, Oregon Engineering & Construction Co., Oregon City. Best Farm Team: First, Wm. Dallas, Da-mascus; Second, A. J. Johnston, Oregon City; Third, Oregon Engineering & Construction Co. Coach Stallion: First, Molalla German Coach Horse Co., Molalla. Standard Bred Stallion: First, Albert Pratt, Aurora; Second, M. Robbins & Son, Oregon City. Standard Bred Colt: First, C. E. Stahl Hubbard, Best Driving Team: First, F. A. Miles; Second, Geo. Yexley, Oregon City. Single Driver: First, I. D. Hutchinson, Canby; Second, Ernest Mass, Oregon City; Third, C. K. Quinn, Oregon City.

Saddle Horse: First, B. J. Staats, Oregon City; Second, J. L. Walron, Oregon City; Third, Tom Morris, Oregon City. Best Shetland: First, Orlando E. Romig, Canby; Second, Harry G. Romig; Third, Jean Moffatt, Oregon City. Special Prizes. Comical Rig: Waldo Brown, New Era, Oregon. Best Decorated Carriage: Jean Moffatt, Oregon City. Special Prize, Unique Float: C. H. Young, Oregon City.

Auto Parade. Best Decorated Auto: Chambers Howell, Gladstone; Decorated with lilacs, pampas, plumes, china pheasants. Most unique float on auto: Mrs. Wm. Sheehan, representing B. P. O. E. 1189, Oregon City. Best of Elks Handsomest car in Parade: E. J. Dauton, Oregon City. Cadillac Car, 1911, H. P. 1912, color black, seven passenger. Best running 4 Cylinder Engine: T. W. Sullivan, Oregon City, make of car, Cole, H. P. 49, Model 1912, color, black, passenger 7. Best Running 6 Cylinder Engine: Make, Wm. Starkweather, Milwaukee; Make, Wm. Starkweather, Milwaukee; Model 1911, Color, 6, H. P. 1911, Passenger 7. Best looking driver: Mrs. W. R. Logus, Oregon City. Hudson. In addition to the best looking driver, the judges reported that Mrs. Logus was a strong competitor for the best decorated auto. The artistic decorations, the driving and all pertaining to the care were commendable.

AVIATOR FALLS 700 FEET; THOUGHT DYING

PARIS, April 29.—Falling 700 feet through the air while flying at the rate of 100 miles an hour, today, Justice Vedrines, France's foremost aviator lies at death's door with a compound fracture of the skull. Physicians say he has but slight chance of recovery. Vedrines was endeavoring to create a new record for a flight from Douai to Madrid. While racing through the air his aeroplane suddenly collapsed, hurling him to the ground. He struck in front of the Epinay railway station, from whence he was hurried to the Aeri-Boisere hospital. Here it was found that he had sustained a compound fracture of the skull, at its base and top, besides internal injuries. Six surgeons operated upon the injured man, and announced that the patient had rallied slightly and had some chance to live.

TRAIN BLOWN FROM TRACK; 29 INJURED

OMAHA, Neb., April 25.—Twenty-nine persons were injured, one of them perhaps fatally, when a cyclonic wind struck Union Pacific passenger train No. 35, one mile west of North Loup, Neb., late today. The entire train, the engine excepted, was blown from the track and all the cars were overturned. A mile of telegraph line was blown down, cutting off direct communication. The train, composed of a combination mail, baggage and express car and two day coaches, was running at a moderate rate when the gale struck it. Engineer O'Brien ran the engine to Ord and returned with a car in which the injured were taken to Ord.

HAVE YOU A BAD BACK? Drive away your Backache, get today a package of Mother Gray's Aromatic Leaf for the kidneys and correcting that lame, sore and all un-sung feeling of the nerves. If your kidneys act too frequently, or actions become painful and scanty, Aromatic Leaf is corrective and the best Regulator. At Druggists or by mail 50c. Sample FREE. Address, The Mother Gray Co., Le Roy, N. Y.

SINKING SHIP'S SIGNALS IGNORED

LEYLAND LNIER SAID TO HAVE BEEN NEAR WHEN TITANIC WENT DOWN

SAILOR DECLARES HE SAW ROCKETS

Vessel Few Miles Away, Stopped And Remained Stationary For Three Hours—Story Corroborated

WASHINGTON, April 26.—Sworn testimony going far to show that not a single life need have been lost when the Titanic went down had not a passing liner ignored the distress signals and rockets of the dying liner, was given today before the United States senate investigating committee, which is probing the great sea horror. Two seamen, one from the Titanic and one from the Leyland liner California, told the story. They agreed absolutely that a great ship passed the crippled Titanic at a time when moments meant lives and that the rockets sent up by the great ship went absolutely unheeded though the other vessel was a scant score of miles away—or less.

Ernest Gill, a donkeyman, aboard the Californian, swore that from its deck he plainly saw the Titanic's rockets and declared that the whole crew commented on the fact that the Californian's wireless operator was allowed to sleep when it was plain a vessel in distress was near. Gill's testimony was given strength by evidence given before Senator Fletcher by John Buley, a seaman survivor of the Titanic. Buley declared: "A ship was near when the Titanic struck and passed by us. We thought it was coming to us. If it had done so we should all have been saved. The vessel, which was only about three miles away, had all her lights burning. It couldn't have helped seeing our rockets. In fact, the ship was close enough to see the Titanic herself. I saw her from the Titanic's deck. We told the passengers there is a steamer coming to our assistance. I think that's what kept them quiet."

"The vessel came bow on, then stopped and remained stationary for three hours or our port side. When we got in the boats we started for her but she went by us. Positively it was too low for a star. We thought it was coming to get us." Buley's story was partially corroborated by George Rowe, quartermaster of the Titanic and Frank Osman, a seaman, who testified before Senator Burton. Both of them, however, thought the vessel was a sailing ship. Subtacks for the story came, however, in the testimony of Captain Stanley Lord and Wireless Operator Evans of the Californian. Lord de-clared that Gill's statement of what he saw from the decks of the Californian was absolutely false.

WRONG POSITION GIVEN BY TITANIC

ERROR OF OPERATORS AND ICE PREVENTED SHIP GOING TO RESCUE

Captain of Mount Temple Denounces As "Most Unwise" Action Of Commander Of Big Liner

WASHINGTON, April 27.—Failure to give her exact position, a great field of floating ice that offered a rigid barrier to ships hurrying to the rescue and the mistake of her captain in rushing at top speed through an ice-covered sea combined to send the Titanic and her 1600 victims to their watery grave in the North Atlantic according to testimony today before the Senate committee investigating the ocean tragedy. Captain James H. Moore, of the steamer Mount Temple, which hurried to the Titanic in response to wireless calls for help, told of the great stretch of field ice which held him off. Within his view from the bridge he discerned, he said, another strange steamer, probably a "tramp" and a schooner which was making her way out of the ice. Captain Moore denounced as "most unwise" the action of the Titanic's commander in rushing at 21 knots through the night, when he had been advised of the ice. The Mount Temple's commander testified that he had spent 27 years in the North Atlantic. Whenever ice was found, he said, he doubled his watch and reduced his speed. If he happened to get caught in an ice pack he stopped his engines and drifted until he was clear.

The witness was also emphatic in his assertion that the position sent out by the Titanic was wrong. He said the ship was eight miles further eastward than its operators reported. This, he said, he proved by observations the first thing on the day following the disaster. Porto Rico's New Wonder. From far away Porto Rico come reports of a wonderful new discovery that is believed will vastly benefit the people. Ramon T. Marchand, of Barcelona, writes: "Dr. King's New Discovery is doing splendid work here. It cured me about five times of terrible coughs and colds, also my brother of a severe cold in his chest and more than 30 others, who used it on my advice. We hope this great medicine will yet be sold in every drug store in Porto Rico." For throat and lung troubles it has no equal. A trial will convince you of its merit. 50c and \$1.00. Trial bottle free. Guaranteed by all dealers.

BODIES OF STRAUS AND ASTOR ARE FOUND

NEW YORK, April 26.—The bodies of Colonel John Jacob Astor and Isador Straus, the New York millionaires, who went down with the Titanic, have been recovered and embalmed according to a wireless received at the White Star offices here today from the Mackay-Bennett, the "coffin" ship.

After wirelessing the names of 35 bodies recovered, the message added: "Following have been embalmed: C. C. Jones, Reg. Butler, H. Harrison T. W. Newell, John Jacob Astor, Milton Clong, W. C. Dulles, H. J. Allison, George Graham, Jacob Hirnbaum Austin Partner, Pyrol Cavendish, Henry Zilner."

TITANIC WRECK IS ESCAPED BY BACON

NEW YORK, April 29.—The shattering of diplomatic precedent saved Robert Bacon, retiring American ambassador to France, his wife, and daughter from sailing on the Titanic and perhaps saved their lives. Par-dead, Sir, reached her dock in the navy-yard shortly after 9:30 o'clock. George G. Widener's body, although previously reported as recovered, was not among those on the ship, and her commander explained that a body, at first thought to have been that of Widener, was buried as that of his valet.

All told 206 dead were found and 116 again were consigned to the sea. "Not one name of a prominent person missing was added to the list of the arrival. Sailors worked a four hour unloading her, and the bodies were taken to an improvised morgue in a curling rink, where relatives will have an opportunity to claim them. Relics of the great Titanic dotted the sea over an area of 30 miles square. Captain Larnder said. Doors windows and chairs by the score were found floating, but to none of them were bodies lashed. Several instances there were groups of floating bodies numbering 50 or more, but none was lashed to another. Colonel Astor was found standing almost erect in his lifebelt. Small boats were lowered by the Mackay-Bennett whenever a group of bodies were sighted and four of the dead were piled three or four at a time. Hauled on board the cable ship, each was numbered with a large canvas tag, and the valuables and papers were placed in a canvas sack similarly numbered. Canon Kohnd, of All Saints' Cathedral here, conducted the services in connection with the burial at sea. On three occasions services were held. "We buried so many at sea," said Captain Larnder, "simply because we could not accommodate a larger number. We had limited embalming supplies and it was absolutely necessary to consign many to the deep." As soon as the ship was sighted down the harbor the canvas curtains shielding the coffins and emblems' tents on the pier were lowered and 20 sailors from the Canadian cruiser Niobe, in the yard for repairs, lined up as a guard in front of the pier to prevent any craft docking nearby. A woman was the first mourner to arrive at the pier. She was Miss Eliza Lurette, a maid for Mrs. William Augustus Spencer, of New York. Mr. and Mrs. Spencer were passengers on the Titanic. Mr. Spencer went down, but Mrs. Spencer was saved. The maid hopes to find her late employer's body, although it had not been reported among those on the Mackay-Bennett. J. A. Kenyon, of Southington, Conn., arrived shortly afterward, hoping to identify the body of his brother, F. R. Kenyon, of Pittsburg.

COMPANY KNEW OF SHIPWRECK EARLY

WASHINGTON, April 30.—When the Senate committee investigating the Titanic disaster resumed its hearing today, Senator Burton announced he had examined Fourth Officer Boxhall last night and had learned from that officer that J. W. Andrews, builder of the Titanic, who went down with the ship, told Captain Smith that if the crew of the boat would signal within an hour. Andrews had gone over the ship immediately after the crash and discovered that her hull had been ripped open. E. J. Dunn, an importer of New York, the first witness, said that he or so ago a friend told of the receipt of the Western Union Telegraph Company of a wireless message which was transmitted to "Islefrank" between 7:30 and 8 o'clock Monday morning. The code address is that of P. A. S. Franklin, vice-president of the International Mercantile Marine. The message, the witness said, was informed, told of the Titanic disaster, news of which was not made public by the White Star line until 12 hours later. "What was your informant's name?" asked Senator Smith. "I can't tell you," replied Dunn. "I am under pledge not to reveal his name. He promised to come over here and testify but today I received the following telegram: "Regret present circumstances do not permit departure.—No signature." "Did you informant tell you why you should not give his name?" "Simply a matter of protecting his father. He said his father was employed by the Western Union and that if this matter came out and it was known that he gave it, his father would lose his position." Dunn temporarily was excused. "What about the information in the mysterious message?" Senator Smith was asked. "Dunn has not disclosed it on the stand, but I know what it was," said the Senator. "It showed the White Star people had information about the fate of the Titanic before they were notified of it." "Did the message refer to an attempt to reinsure the Titanic?" "I cannot say now," the Senator replied. Franklin suggested that the committee call on the Western Union to produce the message. "We want this matter sifted to the bottom and we want you to have every message sent or received, that has any bearing on the disaster," said Franklin. Charles H. Morgan, of Cleveland, a Deputy United States Marshal, who brought the witness, Louis Klein, to Washington, next was called. He said Klein disappeared from his home several days ago and could not be found.

YOUNG ASTOR NEAR COLLAPSE AT BIER

HALIFAX, N. S., May 1.—Amid scenes of sorrow following upon the arrival of the coffin ship Mackay-Bennett with the bodies of victims of the Titanic disaster, a number of special cars left here tonight with corpses which are being shipped to various destinations in charge of relatives and friends. All the identified dead will be ready for shipment tomorrow. The Mackay-Bennett recovered 306 bodies, of which 116 were identified sea. Fifty-seven of them were buried at sea. Eight were identified. Eleven bodies of women, including four identified were buried at sea. A pathetic scene was enacted when George Newel, an undertaker brought from Yarmouth, who was busily engaged in embalming bodies, suddenly cried out and collapsed. He came unexpectedly upon the body of his uncle, A. L. Newell, who had sailed on the Titanic. The body of Colonel John Jacob Astor was placed in a private car. Vincent Astor, his 20-year-old son, sat weeping all night beside the casket. Young Astor is on the verge of collapse. The body of Isidor Straus was placed in an express car with those of seven others. No trace was found of the body of Mrs. Straus.

ROOSEVELT SAVES GIRL FROM DEATH

SHERIDAN, Conn., April 27.—Col-nel Theodore Roosevelt today saved a young girl from being crushed to death here under the wheels of the train which was carrying him to Massachussetts. The girl, whose name has not been learned, had left the train and joined the crowd to listen to the former president's speech. The engine started suddenly and the girl grabbed for the brass railing. Although she managed to cling to it, she was swept from her feet. Colonel Roosevelt reached over the railing and pulled the girl to the platform. He was cheered until the train was out of sight.

CARGO OF BODIES BROUGHT TO PORT

306 OF TITANIC'S DEAD PICKED UP BY CABLE SHIP MACKAY-BENNETT

116 CORPSES ARE BURIED AT SEA

Woman Is First Mourner To Arrive At Pier—Body Of John Jacob Astor Recovered

NEW YORK, April 26.—Military men and prominent in public and private life gathered here today to pay the last honors to Major-General Frederick Dent Grant, who died here April 11. The funeral exercises were deferred until today to await the arrival of the General's daughter, the Princess Cantocuzenen, from her home in Russia. The services were held in the Chapel of Cornelius the Centurion on Governor's Island. The little chapel was too small to allow the admittance of the general public, but an opportunity was given to all New York to pay its tribute as the long military procession made its way, to the tap of muffled drums, over a five-mile line of march from the Battery to the West Shore ferry at Forty-second street. There the Government orders provided for a special train to take the body to West Point for interment. President Taft, Vice-president Sherman and General Leonard Wood were perhaps the most distinguished persons who came to New York for the funeral. The General's immediate family was present including Mrs. Grant, her son, Captain U. S. Grant, her daughter, the Princess Cantocuzene; the General's sister, Mrs. Nellie Grant Sartoris, and also Mrs. Grant's brother and sister, Judge Lockwood Honore, of Chicago, and Mrs. Potter Palmer. The pall-bearers included Senator Root, Andrew Carnegie, Henry W. Taft, General Tasker, H. Bliss, General Horace Porter, General William Crozier, General T. H. Barry, General H. G. Sharpe, Hamilton Fish, H. H. Kohlsaat, Dr. Robert Abbe and others. Honorary pallbearers, representing the military order of the Medal of Honor were General Daniel S. Sickles, General Horace C. King. Bishop Samuel Fallows, of Chicago, and Chaplain E. B. Smith, of Governor's Island, had charge of the services in the chapel. The honor of serving as guard to the casket bearing the coffin on the march through New York City went to an escort composed of General Bliss, temporarily in command of the Department of the East, and his staff; General C. F. Roe, of the New York National Guard, and his staff, and the U. S. Grant Post of the Grand Army of the Republic.

GENERAL GRANT HAS IMPOSING FUNERAL

NEW YORK, April 26.—Military men and prominent in public and private life gathered here today to pay the last honors to Major-General Frederick Dent Grant, who died here April 11. The funeral exercises were deferred until today to await the arrival of the General's daughter, the Princess Cantocuzenen, from her home in Russia. The services were held in the Chapel of Cornelius the Centurion on Governor's Island. The little chapel was too small to allow the admittance of the general public, but an opportunity was given to all New York to pay its tribute as the long military procession made its way, to the tap of muffled drums, over a five-mile line of march from the Battery to the West Shore ferry at Forty-second street. There the Government orders provided for a special train to take the body to West Point for interment. President Taft, Vice-president Sherman and General Leonard Wood were perhaps the most distinguished persons who came to New York for the funeral. The General's immediate family was present including Mrs. Grant, her son, Captain U. S. Grant, her daughter, the Princess Cantocuzene; the General's sister, Mrs. Nellie Grant Sartoris, and also Mrs. Grant's brother and sister, Judge Lockwood Honore, of Chicago, and Mrs. Potter Palmer. The pall-bearers included Senator Root, Andrew Carnegie, Henry W. Taft, General Tasker, H. Bliss, General Horace Porter, General William Crozier, General T. H. Barry, General H. G. Sharpe, Hamilton Fish, H. H. Kohlsaat, Dr. Robert Abbe and others. Honorary pallbearers, representing the military order of the Medal of Honor were General Daniel S. Sickles, General Horace C. King. Bishop Samuel Fallows, of Chicago, and Chaplain E. B. Smith, of Governor's Island, had charge of the services in the chapel. The honor of serving as guard to the casket bearing the coffin on the march through New York City went to an escort composed of General Bliss, temporarily in command of the Department of the East, and his staff; General C. F. Roe, of the New York National Guard, and his staff, and the U. S. Grant Post of the Grand Army of the Republic.

150 KILLED AS MINE DESTROYS STEAMSHIP

SMYRNA, April 30.—The steamship Texas, belonging to the Archipelago American Steamship Company struck a mine at the entrance to the Gulf of Smyrna and sank. One hundred and fifty persons on board were drowned. Another report says that ninety passengers out of the 150 on board the Texas were rescued. Several of the rescued were injured. The crew were not accounted for in this report. It is alleged the disaster was due to the Texas deviating from the course indicated by the pilot boat preceding her through the mine field. The Texas was flying the Turkish flag and was engaged in carrying mail from Constantinople to the Levant. It was first said that the Texas was an American vessel, the error arising from the fact that it is part of the fleet of a local concern trading under the name of the Archipelago American Steamship Company. The Gulf of Smyrn is one of the finest harbors in the Mediterranean and Smyrna itself is the principal sea-port of Asiatic Turkey. The entrance was extensively mined recently by the Turkish authorities to protect the port against an attack by the Italian fleet. The Texas was a vessel of 261 tons net register, built at Newcastle, England, in 1888. She was at first called the Olympic, then rechristened the Marguerite and finally the Texas. Store.

SHIP WARNED NOT TO COAL IN MEXICO

TORPEDO DESTROYERS ARE SENT TO INTERCEPT

MESSAGE SENT FROM SAN DIEGO

Destroyers Are Operating Under Orders Of Comptroller-in-Chief Of Flotilla At San Francisco

WASHINGTON, April 29.—The torpedo-boat destroyers Preble and Perry, which slipped out of San Diego, Cal., harbor last night, are under orders to intercept the gunboat Yorktown by wireless and tell her not to stop at any Mexican port for coal. In view of conditions prevailing in Mexico, it is deemed inadvisable to have an American gunboat drop in at any of the coastal cities. Both the War and Naval Departments today denied that the Army transport Buford, now en route to the west coast of Mexico to pick up American refugees, was to be convoyed by the Perry and Preble. The two destroyers were not under orders from Washington when they left San Diego, but are operating under direction of the Commander-in-Chief of the torpedo-boat flotilla, with headquarters at San Francisco, and as far as is known are en route to Mexico. The Buford will stop at San Diego at 3 P. M. Tuesday to take on board Claude E. Guyant, deputy Consul-General at Mexico City, who has been despatched to Los Mochis to establish a consular agency there. He will disembark at Tolobampo and proceed overland to Los Mochis. If no Americans remain at this place, he will go with the Buford to the other Coast ports.

160,000 SUFFERERS OF FLOOD TO BE AIDED

WASHINGTON, May 1.—Food and shelter for 160,000 people probably will have to be provided by the War Department for another month as a result of the renewed flood of the Mississippi River. The destitute are being turned over rapidly to local committees, but reports from the army engineers, indicate that the daily average to be served with "plantation rations," by the Commissary Department continues to be about 160,000 and the cost is \$10,900 a day. Secretary Stimson estimates that additional appropriations of \$600,000 for the Commissary Department and \$150,000 for the Quartermaster's Department, will be required to cover relief work expenses. To date the quartermasters have spent \$27,179 for forage, tents and boats, while the Commissaries have spent \$236,000. Nearly \$700,000 more for the relief of Mississippi River flood sufferers was voted by the House committee on appropriations today. For Quartermaster's supplies, such as tents, etc., the committee provided \$277,179. The commissary department, supplying the destitute with food, will receive \$420,000.

YIELDS READY TO DR. BELL'S ANTISEPTIC

Yields readily to Dr. Bell's Antiseptic Salve. You see an improvement after the first application. We guarantee it. It is clean and pleasant to use. 25c a box. For sale by Harding's Drug Store.

WESTERN STOCK JOURNAL "A Live Stock Journal for Live Stock Men" has effected a combination offer with THE WEEKLY ENTERPRISE both for one year \$1.75

MOORE'S POISON OAK REMEDY 30 YEARS FALLING PLANTS, CHICKLEANS, FELLOWS, BURNS, ETC. A VALUABLE HOUSEHOLD REMEDY. FULL DIRECTIONS SENT BY MAIL ON REQUEST. ACCEPTED BY THE U.S. GOVERNMENT. LARLEY & MICHAELS CO. SAN FRANCISCO.