FLEET OF SAILERS

Three Square-Riggers Reported Off the River.

MAY BE SOME OF THE OVERDUES

Nearly a Dozen Ships Daily Expected at Mouth of the Columbia—Steamers Robert Adamson and Milos Reach Port.

With a big fleet of ships long overdue at this port, news of a "square-rigger outside" attracts more attention than it does when the in-bound fleet comes along regularly. The report from Astoria last evening stated that there were three square-riggers outside. With so many ships due, it would be a difficult matter to select the names of the vessels, but there is one ship above all others which shipping men would like to see in port, and that is the Andrada. It is now 34 days since the Andrada came up off the mouth of the river and secured a pilot, and, unless she has gone to the bottom of the ocean, she certainly ought to be working back into position off the mouth of the river. The other overdues in the order of their risk are: The Bertha, 83 days from Wei-Hai-Wei; Otto Gildemeister, 61 days from Yokohama; Cape Wrath, 90 days from Callao; Peter Rickmers, 93 days from Hong Kong. These are the worst overdues for Portland, and for Puget Sound there is the Rathbdown, which is almost a hopeless case, and the Castle Rock, which is becoming serious.

While the trio reported off the river last evening may include some of the overdues, it is by no means a certainty, for the reason that there are half a dozen other vessels besides the overdues that are daily expected. Two French barks in ballast are due from Europe, and a third is due from Honolulu. The Queen Victoria, from Nagasaki; Scottish Hills, from Taltal, and Hassia, from Hakodate, are all due, and the Alsterkamp, from San Diego, is out 10 days, which, with the prevailing southerly weather, is a sufficient length of time to bring her up without breaking a record.

TWO STEAMERS ARRIVE.

Robert Adamson Reached Portland Last Evening, Milos Due Today.

The British steamer Robert Adamson, which sailed from Nanaimo last Thursday, but failed to get out of the death-haunted Straits of Fuca before Saturday, arrived up last evening, and will commence lining up for her outward cargo this morning. The steamer is a large carrier, but has a considerable quantity of bunker coal aboard, which will cut down her wheat cargo slightly. The steamer Milos, which had a narrow escape from being forced to burn her cargo in order to reach port, was delayed at Astoria yesterday, taking aboard enough fuel to enable her to reach Portland. She left up about 5 o'clock last evening, and will reach Portland this forenoon. The river was so full of floating drift last evening that it was difficult work dodging the logs and other obstructions, and the Milos probably anchored near the mouth of the Willamette, waiting for daylight.

DEEP-DRAFT SHIP.

Wavertree Finished Yesterday, and Draws Over 23 Feet.

The British ship Wavertree finished loading yesterday, and will clear today with 119,366 bushels of wheat. She was dispatched by Girvin & Eyre, and, with one exception will be the deepest-draft sailing vessel to leave here this season. Her draft is 23 feet 4 inches, but as the Kaisow had no difficulty going down drawing 24 feet 6 inches, the Wavertree will not be delayed on the way down. The freshet in the river is of less assistance to deep-draft ships at present than is generally supposed, as the shoalest point in the river is just above Tongue Point, and so near the ocean that the stage of water is unaffected except by the tides. Were it not for this obstruction, ships drawing 26 and 27 feet of water could go from Portland to the sea without delay. That portion of the channel will be attended to in the near future by the Port of Portland.

YEAR'S SHIPBUILDING.

Over a Thousand Merchant Vessels Built in United States in 1900.

There were 1102 merchant vessels built in the United States and officially numbered by the Bureau of Navigation during the year 1900. The 1102 vessels have a gross tonnage of 365,791, as compared with the 954 vessels of 267,642 tons built in 1899. There were 22 steel steam vessels of 106,557 tons gross, as against 86 of 126,768 gross tons in 1899. The greatest increase in shipbuilding has been on the Great Lakes. On the Pacific Coast there were built six steel steamers of 8881 gross tons, as against five of 553 gross tons in 1899. There were 575 wooden sailing vessels of 89,460 tons built, compared with 522 of 86,125 gross tons the year before. There were 423 wooden steamers of 40,546 gross tons, as against 325 of 22,364 tons in 1899. There were 12 steel sailing vessels of 28,828 gross tons, against 10 of 21,385 tons the previous year.

TRAGEDY AT SEA.

Sailor Assaults Captain and Cook, Then Kills Himself.

SANTA BARBARA, Cal., Jan. 14.—The schooner Kate and Ann, Captain Walker, has arrived here from Santa Rosalia. She reports that Mike O'Brien, a sailor, ran amuck aboard the vessel on Saturday morning. He made a vicious attempt to kill Captain Walker with a knife, and succeeded in cutting the cook near the heart, the wound probably being fatal. He then cut his own throat, dying on the deck.

Tacoma Shipping.

TACOMA, Wash., Jan. 14.—The steamships Tacoma and Braemar sailed for China today. Both carried large consignments of flour and miscellaneous goods. The British ship Socotra cleared for Europe with 45,151 bags of wheat.

Wrecked in Mediterranean.

LACHIAPPA, Island of Corsica, Jan. 14.—The Italian steamer Leone has been lost. Many bodies from the wreck have been washed ashore.

Domestic and Foreign Ports.

ASTORIA, Jan. 14.—Left up at 5 A. M.—Steamer Robert Adamson. Left up at 4:40 P. M.—Steamer Milos. Reported outside at 5 P. M., three square-riggers. Condition of the bar at 5 P. M., rough; wind, west with squalls.

Port Townsend—Arrived Jan. 13—British steamer Glenogle, from Yokohama; steamer Glenfarg, from Kiao Chou.

Port Blakeley—Arrived Jan. 12—Steamer Caithness, from Taku.

Port Townsend—Arrived Jan. 13—Steamer Horda, for Tacoma from San Francisco.

Seattle—Sailed Jan. 12.—Steamer Dolphin, for Skagway.

Gibraltar, Jan. 14.—Arrived—Fuerst Bismarck, from New York. Sailed—Hohenzollern, from Genoa for New York.

Port Townsend, Jan. 14.—Passed in—Steamer Aloha, from Alaska for Seattle. Sailed—Schooner Expansion, for Port Pirie; Schooner Wawaona, for San Pedro; schooner Ethel Zane, for San Francisco.

Tacoma, Jan. 14.—Arrived—Steamer Norda, from San Francisco.

Glasgow—Arrived Jan. 13—Laurentian, from New York.

Shimonoseki—Arrived Jan. 8—Steamer Kvarven, from Portland, Or.

New York, Jan. 14.—Arrived—Marquette, from London.

Liverpool—Arrived Jan. 13—Numidian, from Portland, Me.

Hamburg—Sailed Jan. 12—Graf Waldersee, for New York.

Callao—Sailed Jan. 10—Barkentine Willie R. Hume, for Port Townsend.

Manila—Sailed Jan. 10—Steamer Buckingham, for Portland, Or.

Westport—Arrived Jan. 11—British bark Bowman B. Law, from Portland, Or.

Yokohama—Sailed Dec. 25—Steamer Eva, for Portland.

Lizard—Passed Jan. 12—Bark Athene, from Tacoma for Queenstown.

London, Jan. 14.—Arrived—Minneapolis, from New York.

KEEP AWAY FROM FARO.

Advice to Young Men by One Who Knows the Game.

PORTLAND, Jan. 12.—(To the Editor.)—Recently I wrote a short article in defense of the game of faro. A fair game of faro is what I had reference to. An unfair game will wreak the destruction of an inexperienced player, one who does not know how to protect himself, quicker than any game known. Even an old hand at the game is compelled to keep his eyes open all the time. Nearly every player, sooner or later, adopts some kind of a system in playing, i. e., plays certain cards to go a certain way. The principle systems are: "Single out," "double out," "odd and even," "two-one," "three-one," "break even," and "colors." If a man is a regular visitor and has a system, it is only a question of time, and a very short time at that, when he "goes broke."

A favorite way of "doing up" a player with a system is to run in a "cold deck" prepared over night especially to beat his mode of playing. A switch of decks is generally made at the end of some deal, when a confederate calls the attention of the victim from the game for an instant. An instant is all that is necessary. "The hand is quicker than the eye," and woe to the player who relaxes his vigilance even for an instant. With "cold decks" and "crooked boxes" the inexperienced player should think a long time before trying to learn the intricacies of the game, unless he has "money to burn."

The "percentage" in favor of the dealer is in the "splits." A split occurs when two cards alike come out of the box at the same turn, two queens, two aces, etc., when the dealer takes half of any money that may have been wagered on that card. The longer a man plays the less chance he has of quitting winner, as he runs the chance of more splits. There is really only one way to beat the game of faro, and that is to let it severely alone.

Young man, if you are determined to fool with the "buzz saw," make your bets as large as your pocket-book will permit, keep your eyes continually on the dealer, and play to win a large amount while you are at it. In addition to the "percentage," the great advantage the "bank" has over a player is in the fact that he will not stay to win as much as he will stay to lose. He will, we will say, commence to play, and, if he wins $25, $50, or $75, he will quit satisfied. On the other hand, should he commence by losing, he will play until his last dollar is gone, no matter how much he has, and then he will go out and borrow from all his friends. After he has exhausted his friends, he will steal in order to try and get even. Men have been known to rob their grandmothers to get money to play faro with.

In the long run every faro player "goes broke." In my 15 years' experience in playing the game I never knew but one man to quit the game winner. That man was an old dealer himself. He won so frequently that dealers in all large cities barred him. He won over $200,000. I have seen him go into a gambling-house and bet the dealer $100 that he would win $200, and he invariably did so.

The dealers are paid about $6 a day, and nine-tenths of them "blow in" all their wages against the game. With the enormous expense and the "fines" the "bank" must win or else retire from business. As very few voluntarily retire from business it follows that they do not lose. Take the advice of a man who knows what he is talking about, and never set foot in a gambling-house. There is nothing in bucking another man's game but h——l and damnation.

R. CHAMBERLIN.

ANARCHIST'S MAIL SEIZED.

Government Officials Opened Registered Packages.

NEW YORK, Jan. 14.—The anarchists of Paterson, N. J. and elsewhere are much incensed over the seizure by the Government of four packages of registered matter addressed to La Questione Sociale, an organ of the anarchists, published in that city. The package, it is asserted, contained pamphlets and other printed matter, which, while they preached the doctrines of anarchy, are declared to be perfectly proper, as well as legal.

When Commissioner Trimble was investigating the charge that the plot to kill King Humbert was hatched in Paterson, he questioned Editor Esteve, of La Questione Sociale, and other avowed anarchists. They admitted that they preached the doctrine of anarchy, but denied that they were connected with Bresci or any one else in a plot to assassinate the King of Italy or anybody else. The commissioner made his report and left the city. Since then, it is alleged by the anarchists, secret agents have visited them several times and watched the delivery of literature with suspicion.

Editor Esteve made his complaint at the last meeting of the Group of Right to Existence. He said that he could not account for the actions of the postal authorities. When the packages came to him they were preceded by the regular notice that a registered package could be found at the postoffice. He called. On each package was stamped the word "suspected."

"I requested that the packages be opened," he said. "This was done and several pamphlets and books were disclosed. They were innocent enough. There were lectures by Krapotkin and Malatesta, 'Patriotism and Government,' by Tolstol, and works of a like character. On the ground that the packages were supposed to be liable for duty they were held and the custom-house authorities were notified. This is the last that I have heard from my property. It is withheld from me by no right of law or reason."

Postmaster Pollett said last evening the matter was in the hands of the customs department at Newark. When the packages were called for the postoffice's connection ceased. The matter now lies with the customs authorities.

Murderer Electrocuted.

SING SING, N. Y., Jan. 14.—William Neufeld, who murdered his mother's cousin, Mrs. Annie Kronman, in her apartments in West Thirty-fifth street, New York, August 7, 1899, was electrocuted in the state prison at 6:06 o'clock this morning. His was the thirty-third electrocution in Sing Sing. Robbery was the motive of Neufeld's crime. He had served a term in the Northern Illinois penitentiary at Joliet for robbery committed in Illinois.

BUSINESS ITEMS.

If Baby Is Cutting Teeth.

Be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic and diarrhoea.

Habitual constipation cured and the bowels strengthened by the regular use of Carter's Little Liver Pills in small doses. Don't forget this.

ENLARGING CAR SHOPS

EAST SIDE RAILWAY TO DOUBLE ITS CAPACITY.

New Passenger and Freight Cars Will Be Built at Once—More Frequent Service to Oregon City.

Plans are being prepared for a large addition to the carhouse and shops of the East Side Railway Company at Milwaukie, as more room will be required for the increased rolling-stock soon to arrive. The company has a brick building at Milwaukie 100x200, which has served both for carhouse and shops since the line has been in operation, but the half block on the east side of the present building and alongside the county road has been acquired, and will be covered with a one-story brick structure 100x200, thus giving practically one building for use of the company, 200 feet square. The rolling-stock of the line will be increased by the addition of six passenger cars provided with powerful motors. Several new flat and freight cars will be built at the Milwaukie shops, the motors, of course, being ordered from the East. The old town of Milwaukie will probably have a stimulus when the new building has been finished and the new rolling-stock arrives, as more men will be required. It is understood the service between Portland and Oregon City will at least be doubled, so that trips will be made every 30 minutes. Residents of Sellwood are very hopeful they will get at least a 30-minute service, with a straight 5-cent fare. There are some who are hopeful that a 15-minute service as far as Sellwood will be inaugurated. This would benefit the entire south East Side district.

East Side Notes.

J. H. Munk is very ill at St. Vincent's Hospital with inflammatory rheumatism.

Storm water at the intersection of East Twelfth and Clinton streets has flooded the sidewalks. As there is a church at this corner, the accumulation of water is a serious inconvenience.

C. Bean, an old resident of Sellwood, was taken to the Good Samaritan Hospital Saturday. He was attacked with serious illness, and was reported yesterday in a critical condition.

Special revival meetings at the Memorial Evangelical Church, East Eighteenth and Tibbetts streets, will be continued for the next two weeks, under the direction of Rev. Robert Pierce, pastor.

Mrs. Caroline C. Lewis, wife of Thomas E. Lewis, died at her home at Russellville, on the Base Line road, Saturday. She was 55 years of age. Funeral will take place this afternoon from her late home at 1 o'clock.

A mass meeting of the residents of Montavilla will be held Thursday evening at the Odd Fellows' Hall, under the auspices of the Sub-Board of Trade. Every citizen of the suburb is invited to attend this meeting.

Work on the foundation of the crematory on the Oregon City Railway, near Sellwood, will be started as soon as the weather will permit. Flinn & Bingham secured the contract for the masonry, and F. Finley the carpenter work. Surveyors were running lines Saturday.

Superintendent O'Brien, of the O. R. & N., visited Fairview last week to look over the site of the proposed flour mill to be started at that point. The projectors are asking for switching facilities for the plant. It is expected that the mill will be built and in operation in the Fall if everything is favorable.

REMARKS ON WAGON ROADS

Their Importance to the Country—Plan for Permanent Improvement.

PORTLAND, Jan. 14.—(To the Editor.)—I see, in your issue of January 9, that your reporter, commenting on my remarks at the Farmers' Congress in Salem, the day before, did not understand me when he stated that I wanted to build the roads at once. For fear such a statement might be misleading, and that I wanted to plunge the state into a heavy debt by bonding the country for the full cost of all the roads at once, which would undoubtedly bankrupt a great many farmers who are already carrying heavy obligations, and also another class who believe in slow development, I will now give my theory in further detail, in the form a bill to the Legislature of this state, and why I think my theory would be the most practicable.

First—A direct state tax of not more than 2 mills to be used as an inducement to build roads by offering the amount raised, to pay one-third of the expenditure of roads that cost over $5000 per mile, which should be appropriated to each county in proportion to its farm values. If each county does not demand its share by a certain date, that the amount be added to the total of other counties that have drawn their limit.

Second—That each county shall have the privilege of devising its own means of raising its two-thirds of the cost, whether by bond or direct tax, dividing the proportion of the cost between property-holders and the county, as it sees fit. (I would advise paying the property-owners' proportion by the system used in paying Portland street improvements, which is 10 annual equal payments.)

Third—That all roads asking state aid should be petitioned for by a majority of all resident property-holders, and also by a majority of the number of acres liable to be affected by such road, which would be evidence that they were prepared to pay their proportion of the tax.

Fourth—That all state-aid roads should have a maximum grade not to exceed 4 per cent. (Maybe 4 per cent is too low on account of grades that could not be overcome without expensive tunnels.)

Fifth—That the County Court in which said road is located provide a commission, or act as such themselves, to locate roads asked for, which should be over the best practicable route between points designated by the petition.

Sixth—That there shall be a state engineer, whose duty it shall be to approve of routes asked for in petitions, prepare specifications, let contracts for building and accept same when completed.

Seventh—That no road shall receive state aid that is less than five miles long, and that each petition for state aid shall be granted in its rotation as applied for, and that before the road is accepted as a state-aid road it should be approved of by the state engineer.

Eighth—That the court in which the road is asked for should appoint three appraisers to assess damages to property-owners caused by said road running through their premises.

Ninth—That contracts for grading and building should be let to the lowest responsible bidder in such a way as to insure completion within a reasonable time.

Tenth—That each county asking state aid should provide and operate a good modern roller, of sufficient weight, at its own expense, wherever the state engineer would require its use.

Eleventh—That loads of 2000 pounds and over 1200 pounds should have two-inch tires; 4000 and under, three-inch tires; 6000 and under, 3½-inch tires; 8000 and under, four-inch tires; 10,000 and under, 4½-inch tires; 12,000 and under, five-inch tires, and 12,000 and over, six-inch tires.

I do not prepare the foregoing as an ideal bill, but as an explanation of my theory. I do not contend that the state should help to build all the roads, but simply the main thoroughfares leading to railroad stations and trade centers, which ought not to average less than two or three miles apart. I do not intend that the working out of my plan would conflict with the regular state road laws for building and maintaining other roads, nor is my theory at all original, but simply a combination of other state laws, intended to meet the requirements of this state. As I am one of those persons who want to know the why for everything, I will now give you my reasons for wanting good roads, with explanations. (I will use the expression "good roads" to mean all roads that cost $5000 per mile or more, in any part of the state.) Because it costs the farmer of Oregon about $3 per ton to haul his produce 12 miles, which is about the average distance, or 25 cents per ton per mile, which is equal to the cost of transportation from San Francisco to Portland, or one-third of the cost from Omaha in carloads.

Because, by the present scale of prices along several of the main roads in Washington County, the straightening of roads alone would move the farmers along those roads enough nearer to trade centers to pay for a good road every two miles wide, and other roads in the state would pay a large percentage throughout, on a corresponding scale.

Because the road bureau in the Department of Agriculture of the United States, in making several dynometer tests on various kinds of roads on a level surface proved that a gross load weighing 2240 pounds required a horizontal draft on a macadam of only 65 pounds, while on a gravel road 143¾ pounds was required, and on a dirt road 200 pounds, all of the roads being in their best condition, while on a more expensive Telford road, which would cost too much for this state, the draft was only 46 pounds. (In this test macadam did not mean sprinkling rock promiscuously on the road.)

Because good roads would reduce the cost of country transportation one-half, and as the average farm haul is about 10 miles for each acre cultivated, he would save $1.50 on same each year.

Because the cities and towns thrive in proportion to the prosperity of their surroundings, and that the city merchant delivers his goods to his city customers, while the farmer asks no such service. The country roads are used for transporting all goods sold by the merchant to the farmer, and it would be fair to all concerned for the state to help build main roads.

Because good roads would increase our population, for which we have plenty of room.

Because good roads would more than save their cost every 10 years, at the rate of the present waste of power and wear and tear of harness and vehicles.

Because free rural mail delivery would be made possible.

Because good roads will make life in Oregon worth living.

Because the amount of traffic over main thoroughfares would justify the cost of good roads.

Because the Bureau of the United States Department of Agriculture says we have the worst roads of any civilized country in the world.

Because, according to the price of farm products in Portland, farm lands ought to be worth more than the same class of lands in the Eastern States, where they have good roads, and, therefore, we can afford to build good roads.

Because the roads at times, in Winter, get so bad that a boat would give about as good service as a wagon. In explanation, I will give some facts. A few years ago, I undertook to haul a carload of oats to Reedville to ship to Portland. The average load we could haul was 3000 with four good horses, and in so doing broke off two good wagon tongues. On one of these trips a driver was thrown from his wagon with such force that he was unable to get up. When I picked him up and scraped off the mud and pried his wagon out with a fence rail, he was scarcely able to mount his wagon again. In some places the mud was so deep that the horses waded through it about like a fly wades in molasses. In one place on a heavy grade that we had to go up, the ruts were so deep that the fore-axle and brake-bar dragged the ground. Two years after I had a similar experience with two carloads of hay, increasing the horse-power and decreasing the load with each trip till the last load, with five horses, that would average over 1500 pounds, and a load of less than 3500 pounds, we were forced to unload twice and carry the bales of hay a considerable distance through mud in which I know that a boat would have given better service than a wagon.

Another experience I had in hauling loose hay to a milk ranch near Portland. With a load of 2700 pounds fastened to the wagon with two binding poles, and with a team of four good horses, the driver proceeded about three miles, when he upset. After vainly trying to pull his load back again, he had to untie the upper pole and let half of his load slide off, and then he succeeded in getting his wagon up again by hitching to the remaining binding pole and pulling it back. He then went for a neighbor to help to load again. After he had nearly reached his destination, in Multnomah County, he repeated his former experience by upsetting in worse shape, so he had to take off all of his load.

I write these experience so that the true condition of things can be understood, as they all happened inside of eight years.

High prices induced me to take these chances, so the man at the other end suffered the consequences the same as myself. To show that the same condition of things still exists: The party who hauls the product of the Farmington creamery to Portland comes past here once a week, increasing his distance 2¼ miles to get around an impassable road. The farmers of Scholl's and Farmington have built a large hay warehouse at Reedville, where they haul their hay in the busiest season of the year, on account of bad roads.

In talking with a man a few days ago who did not favor good roads, I asked him if he would haul my potatoes to Portland for $2 per ton, and he said he did not care for the job. It was plainly evident that he could not have made wages at that price. Then I stated that a good road would benefit him if such a road would raise the value of his farm $100 an acre, as he did not want to sell it. Then I stated that if I could get him to study the question as I had that he would be convinced, and he said he did not want to be convinced, and yet this man is a very good farmer.

I expect to meet very strong opposition to my ideas, which I hope to be able to defend. I do not claim to be infallible. Some of my arguments may be wrong, but I contend that the principle is right.

The reason why I am so radical on this question is because nearly every man in the state has admitted for the last 10 years that thousands of dollars are wasted annually on roads, but has done nothing to stop it, and now I will, with the strongest emphasis, state that it is not economy to build a good road little by little, for several good reasons.

In conclusion, I will say that I court comment and the keenest criticism, and if I am not able to defend my position, I will give up the fort. Any encouragement will be gratefully received, either through the press or privately, though condemnation will be taken with the same grace.

FERD GRONER.

Millionaire Rice's Will.

CHICAGO, Jan. 14.—A special to the Chronicle from Poplar Bluff, Mo., says:

Miles G. Owen, of New York, a representative of Attorney Porter, who is engaged in looking after the $5,000,000 estate of William M. Rice, who died in New York, September 23, 1900, under suspicious circumstances, has been in Stone County, Missouri, where he has found three heirs of the millionaire. They are B. F. Rice, Bird Rice and Mrs. Mattie Clark, all of whom reside in the south part of the county. The three were not aware of their uncle's death, nor the sensational circumstances connected with his demise. The attorney served each with a citation notifying them that the Probate Court of New York City would, February 7, take action on the will, and requesting their presence in court on that date. What action will be taken by the heirs is not known, as it is said they have not means to carry them out of the state, much less to New York.

WEDDING AT NEWPORT

MARRIAGE OF ALBERT G. VANDERBILT AND MISS ELSIE FRENCH.

Ceremony Took Place at the Church of St. John the Evangelist—Reception at Bride's Mother's Home.

NEWPORT, R. I., Jan. 14.—Although in the depths of Winter this well-known watering place today took on a semblance of its Summer gaiety because of the wedding of Alfred Gwynne Vanderbilt, probably the most wealthy of the third generation of the Vanderbilt family, and Miss Elsie French, a charming Newport girl and former playmate of the bridegroom, the daughter of Mrs. Frederick Orme French, a resident of the city for many years. A brighter sun never shone for any bride and in spite of crispness in the air, it did not seem to be a Winter's day.

The ceremony took place at noon, in the Seabriski Memorial Church of St. John the Evangelist, far up in the old north part of the city, on the very shores of Narragansett Bay, once the center of Newport's fashion, but now far removed from the social whirl of Bellevue avenue. Miss French made the choice of her own place of worship and her own home for the scene of marriage, instead of selecting the more pretentious but less familiar surroundings which would have been found in New York. Under these conditions 300 or more guests were forced to make a journey to a city as quiet at this time of the year as an obscure country village.

The festivities, however, did not suffer from these unusual circumstances. The church which was decorated with gorgeous lavishness, was only about half filled with guests, the invitations having been limited to relatives and close friends of the couple.

The service was as ornate as the highest forms of the Episcopal Church could make it, the wedding procession a picture of loveliness and fine gowns, and the breakfast, which closed the formal proceedings of the day, was one of the grandest ever seen in this city.

Although the ceremony was set for noon, an hour or more before that time saw the arrival of some of the guests at the church, and those who came about 11 o'clock had the pleasure of listening to an organ concert and found leisure to marvel at the floral decorations. Pink, green and white in many charming combinations, were the prevailing colors, the distinctive flowers being bride roses, gloire de la Reine Bengoras, Golden Gate roses with white Azaleas, and the Specimen palm.

The programme of the organ concert, which occupied the hour preceding the ceremony, was selected by Miss French. The choir boys of the church marched in quietly at 11:30 and led in two of the hymns assigned to them. Just as the tones of the "Lohengrin" march breathed softly forth the two clergymen, Rev, F. Beattie, rector of the church, and Rev. G. Brinley Morgan, rector of Christ Church, at New Haven, entered from the side door followed by the bridegroom and his brother, Reginald Vanderbilt, the best man. At the same time the bridal procession started up the main aisle, the ushers leading, followed by the four bridesmaids.

Eight personal friends of the bridegroom acted as ushers. They were Worthington Fitzhugh Whitehouse, Frederick Martin Davies, Robert Livingstone Gerry, Ord Preston, Ernest Iselin, W. P. Borden, Potter Palmer, jr., and W. Bayard Cutting, jr.

The bridesmaids were Miss Pauline French, the bride's niece; Miss Elsa Bronson, daughter of the late Frederick Bronson; Miss Isabel G. Stillman, daughter of Mr. James Stillman, of New York, who will soon become the bride of Percy Avery Rockefeller; and Miss Edith Gray, daughter of Judge Gray of Albany.

The wedding breakfast was served by Delmonico at Harborview. Mr. and Mrs. Vanderbilt received the congratulations of the guests in the big drawing-room, which was trimmed with pink and white roses. The mantels were banked with ropes of roses and Florida smilax. The young couple stood in a rose bower at one side of the room.

Mrs. Cornelius Vanderbilt, mother of the bridegroom, arranged to have the guests from New York brought by special trains on Saturday and Sunday. The Boston guests arrived on a special train this morning at 11 o'clock.

An immense number of gifts were received, having arrived at intervals for a month past. So valuable and numerous were they that a special vault was hired for their safe keeping.

The dress worn by Miss Vanderbilt was of pearl gray crepe de chine, combined with liberty gauze, the sides of the skirt embellished with insertions of liberty gauze and lace. The corsage, made high and with long sleeves, was also trimmed with lace, though not profusely, and the back of the skirt was finished with a sash of liberty gauze.

In the bridal outfit one of the most attractive reception gowns is one of gray taffeta and cloth with gold embroidery, and of the tailor-made gowns, skirt and coat, there is one of black cloth with gold embroidery.

The bridesmaids' gowns were of pearl gray crepe de chine, combined with liberty gauze of the same color. Their hats were also of grey, elaborately frilled, with a knot of gold in front. Each carried a bouquet of American Beauty roses. The maid of honor, Miss Gladys Vanderbilt, sister of the bridegroom, wore a similar gown, although more modest in detail. Some distance behind walked the bride, leaning on the arm of her brother, Amos Tucker French.

The bride's gown was of rich ivory white satin, the skirt having a train more than three yards in length. The long, close-fitting sleeves of satin were finished with deep cuffs of exquisite lace. The high collar of the corsage was of lace. The bottom of the skirt around the long train was trimmed in tulle and sprays of orange blossoms. The bridal veil, entirely covering the gown and falling to the end of the train, was a magnificent piece of brussels point lace, and was the same veil worn by her sister when she married General Eaton, in England ten years ago. The brdie carried a bouquet of white orchids and lilies of the valley. No jewels were worn.

At the altar Mr. Vanderbilt met his bride. Together they stood before the steps of the chancel until Rev. Dr. Morgan had finished reading the betrothal portion of the service, when they ascended into the chancel and at the altar Dr. Beattie completed the ceremony and pronounced them husband and wife. The Mendelssohn wedding march was played as the wedding procession moved down the aisle and out of the church. The ceremony occupied about seven minutes.

For the reception "Harborview," the residence of Mrs. French, had been prepared with great care. The broad verandas, all enclosed in glass, were lined with small pine trees, while within the house brilliant flowers met the eye. The bride and groom received their friends while standing in the large hall beneath a canopy composed entirely of Golden Gate roses. The poincette, the crimson Mexican Christmas flower, was the prevailing feature of the decorations in the dining-room. At the conclusion of the wedding breakfast a number of toasts were drunk to the health and happiness of Mr. and Mrs. Vanderbilt. The bridal pair left late this afternoon on their honeymoon trip.

Among the prominent guests were Mrs. Cornelius Vanderbilt, the mother of the groom, gowned in mourning; Mrs. Frederick Orme French, the bride's mother; William K. Vanderbilt, Mr. and Mrs. Frederick W. Vanderbilt, Mr. and Mrs. Harry Payne Whitney, Mrs. Elliot F. Shepard, Mr. and Mrs. McKay Twombley, Dr. and Mrs. Seward Webb, General and Mrs. Herbert F. Eaton, Baroness Seloere, Mr. and Mrs. J. B. Merrill, Mr. and Mrs. Charles B. Alexander, Mrs. Hermann Oelrichs, Mr. and Mrs. Benjamin C. Porter and Mrs. Potter Palmer, of Chicago.

Daily Treasury Statement.

WASHINGTON, Jan. 14.—Today's statement of the condition of the Treasury shows:

Available cash balance	$135,238,804
Gold	$4,335,316

The cures a medicine makes are the proofs of its merit, and Hood's Sarsaparilla makes the most.

Cancer There are never any external signs of Cancer until the blood is polluted and the system thoroughly contaminated by this deadly virulent poison.

Then a sore or ulcer appears on some part of the body; it may be small and harmless looking at first, but as the cancerous cells form and are deposited by the blood near the sore, it increases in size and severity, with sharp shooting pains. No matter how often the sore is removed by the surgeon's knife or flesh destroying plasters, another comes and is worse. The real disease is in the blood, and the treatment must begin there. The poisoned blood must be invigorated and purified, and when this is done cancerous cells can no longer form and the sore will heal naturally and permanently.

Mrs. Sarah M. Keesling, 931 Windsor Ave., Bristol, Tenn., writes: "I am 41 years old, and for three years had suffered with a severe form of Cancer on my jaw, which the doctors said was incurable, and that I could not live more than six months. I accepted their statement as true, and had given up all hope of ever being well again, when my druggist, knowing of my condition, recommended S. S. S. After taking a few bottles the sore began to heal, to the surprise of the physicians, and in a short time made a complete cure. I have gained in flesh, my appetite is splendid, sleep is refreshing—in fact, am enjoying perfect health."

SSS overcomes this destructive poison and removes every vestige of it from the system, makes new, rich blood, strengthens the body and builds up the general health.

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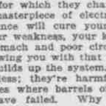

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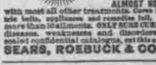

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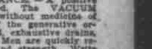

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