

MODERN PARTY OF PILGRIMS

OLDEST AND MOST FAMOUS MILITARY ORGANIZATION IN THE WORLD VISITS AMERICA

(London Letter of W. E. Curtis in Chicago Record-Herald.)

THE oldest and most famous military organization in the world, now making a tour of the United States and Canada, is the Honorable Artillery Company, under the command of the Earl of Denbigh and Desmond.

It is the second visit the members of this famous organization have made to the United States as the guests of the Ancient and Honorable Artillery Company, who have been over here twice also. The first visit was made in 1880, and was so much enjoyed that the bold British warriors are willing to try it again. One hundred and sixty members are making this modern pilgrimage, which includes visits to New York, West Point, Washington, Niagara Falls, Toronto, Montreal and Boston.

The Honorable Artillery Company was incorporated by Henry VIII on the 25th of August, 1567, before England had a standing army, and when what were known as "trained bands" were organized by the merchants of the city for their protection. Henry VIII's charter states that the purpose of the organization is to "practice in the science of artillery with the long bowes, cross bowes and hand gunnes in the Artillery garden," and that practice has been kept up until the present time upon a green of six acres surrounded by a wall in the midst of the busiest part of London, on Finsbury road. This beautiful lawn, attached to the barracks, is worth a million pounds, according to the estimates of real estate experts, but is more precious because of historical associations than for the money it would bring, and the Honorable Artillery Company can afford to keep it, being composed chiefly of rich men. There are a thousand members, who are elected by ballot as in clubs, mostly merchants, stock brokers, bankers, lawyers and other business and professional men. King Edward VII has been the commander since 1883, when he succeeded his father, Prince Albert, who had been Colonel for thirty years.

The long list of members contains many distinguished names, and it is kept in a magnificent folio volume of parchment. As a collection of historical autographs it is unequalled. The first ten pages contain the signatures of the Colonels, almost all the sovereigns of England since James I. Charles II was commander for 34 years, and among the under officers have been the famous John Churchill, afterward Duke of Marlborough; Prince Rupert, the famous Duke of Buckingham; George Monk, the Prince of Orange; and among the privates were John Milton, who joined in 1635; Sir Christopher Wren (1660) and Samuel Pepys (1677). John Milton was 37 years old when he joined, and the connection with the Honorable Artillery Company accounts for the military knowledge his writings show. His biographer says that he was accustomed to military drill and marching and was "a daily frequenter of the Honorable Artillery grounds." There are some quaint and curious names in the roll: Repent Browne, Praise-God Barbon, Humiliation Hynde, and those of other Puritan worthies.

The names of some few members of

the company who have rendered special service are entered in letters of gold, and only two are erased for disgraceful conduct, which is a remarkable record. In 1570 the name of Lieutenant Francis Coleman "was ordered to be erased from the Great Book for his unmanly carriage toward Captain Randall," and again in December of the same year it was ordered "that the name of John Currey be erased out of the Great Book for his unmanly action in biting off his wife's nose."

During the great plague in 1665 an attempt was made to use the parade grounds for a burial place, and on the 6th of February, 1666, the name of Sir J. Robinson was ordered to be entered in letters of gold in the Great Book for resisting it.

The company has performed valiant service from time to time. In the days of the Spanish Armada, in 1588, it supplied many officers for the British forces; in 1637 it supported Cromwell; in 1665 during the great fire, in 1789 during the Gordon riots, and in 1848 during the Chartist riots it was called upon for active service, and it has sent many of its members to the foreign wars in which Great Britain has been engaged.

The Ancient and Honorable Artillery Company of Boston, the oldest military body in America, was founded on the same lines with similar rules and regulations on the 17th of March, 1630, by Robert Keyne and other members of the London corps who had emigrated to New England, and the two companies have retained close relations ever since, which have not been broken even during the time of war.

Adjoining the barracks of the Honorable Artillery Company is the ancient Bunhill Fields burying ground, which was assigned to the nonconformists for the interment of their dead at the time of the great plague in 1665. At the time of the closing of the ground more than 120,000 bodies had been buried there, among them two of the sons, the son-in-law and several of the grandsons and other members of the family of Oliver Cromwell, Susannah Wesley, John Bunyan, Daniel Defoe, Isaac Watts and other famous men. The burial ground is directly opposite the residence of John Wesley and the chapel in which he used to preach, and this one of the poorest parts of the city, was long identified with his labors as well as those of his father, Rev. Samuel Wesley. The monument to Mrs. Wesley was erected by her son, Rev. John Wesley, and we learn from the epitaph that she was the mother of 13 children. The monument to John Bunyan was erected by public subscription in 1838 under the direction of the Earl of Shaftesbury. In the same tomb is buried Mr. Stradwick, in whose house, on Snow Hill, Bunyan died.

Newbury is a curious epitaph upon the tombstone of Rev. John Conder, pastor of a church in Mordwell, London, for 21 years:

I have sinned,
I have trusted,
I have repented,

I have loved,
I shall arise,
And through the grace of Christ, however unworthy, I shall reign.

Another, somewhat different, reads as follows:

Here lies Dame Mary Page,
Relict of Sir Gregory Page, Bart.,
She departed this life March 11, 1728,
In the fifty-sixth year of her age,
In 67 months she was tapper'd 66 times,
Had taken away 240 gallons of water,
Without ever repining at her case,
Or ever fearing the operation.

Daniel Defoe, who died in 1731, in his 70th year, is buried near the street and a monument has been erected over his grave by subscriptions from the school children of England. His epitaph tells us that "he wrote many satirical works, for one of which he was placed in the pillory and suffered fine and imprisonment." His most famous work, "Robinson Crusoe," appeared in 1719. Near by Defoe's tomb lies the dust of Lieutenant-General Charles Fleetwood, who married Bridget, the eldest daughter of Oliver Cromwell, and a little farther along is the grave of John Gill, J. D., who, we are told, was "an excellent preacher of the gospel," and beside him lies Andrew Gifford, D. D., for 50 years the minister of Eagle-Street Chapel, Holborn, who "was buried in Bunhill Fields at 6 o'clock of the morning of July 2, 1789, when Rev. John Ryland delivered an oration in the presence of upward of 200 ministers and a vast concourse of persons there assembled."

Some of the other epitaphs assume a great deal. For instance, we are told that John Owen, D. D., was "worthy to be enrolled among the first divines of the age. Furnished with human literature in all its times and in all its degrees he called forth all his knowledge in an orderly train to serve in the sanctuary of his God. In divinity, practical, polemic and casuistical, he excelled others and was in all equal to the best. The Lamenian, Socinian and Popish Errors, those Hydras whose contaminated breath and deadly poison infected the church, he with more than Herculean labor, repulsed, vanquished and destroyed. The whole economy of redeeming grace, revealed and applied by the Holy Spirit, he deeply investigated and communicated to others, having first set his divine energy transfused in his own bosom. Superior to all terrene pursuits, he constantly cherished and largely experienced that blissful communion with the Deity he so admirably describes in his writings."

There is about a half a column more of this sort of tribute to Mr. Owen, but he was long ago forgotten. Thankful Owen, buried near by, "scarce survived an hour the finishing of a preface he had been writing to that great work on the Epistle to the Ephesians." Isaac Watts' tomb is more simple, and his epitaph is modest. From it we learn that he was "pastor of a church of Christ in London, and after 30 years of feeble labors with the gospel interrupted by four years of tedious sickness was at last dismissed to rest November 25, A. D. 1749, Aet. 75. Absent from the body, present with the Lord."

BLOCKED WITH FREIGHT

RAILROADS CANNOT HANDLE RUSH OF TRAFFIC.

Usual Cry for Cars in Grain-Moving Season—Much Rolling Stock Diverted to Utah Cut-Off.

The shippers and freight men of the railroads in the Pacific Coast district, especially in Oregon and Northern California, find themselves confronted by a serious problem in the matter of handling the products of this district. The shipping season for grain and lumber is opening with a rush that has paralyzed the railroads. The latter have not enough cars to handle the freight with anything like the expedition with which it should be moved and as a result the shippers are considerably irritated. Calls for more cars reach the freight departments of the railroads every day from every quarter, but the companies are unable to meet the demand. The result is that shipments are accumulating with remarkable rapidity and piling up storage expenses for the shippers. Neither the latter nor the railroad men seem able to find a solution to the situation at present. The condition has arisen from a shortage of cars and engines on the roads, which usually occurs in the busy season when the products of the State are being sent out over the country. The blockade is more serious this year, it is claimed, because of a large increase in the productions of this district.

While none of the lines have any too many cars for the business they are doing, the shortage is most serious, it seems, on the Southern Pacific line. The warehouses along the line of the road are filled with freight waiting to be moved. More is being brought in all the time. But the railroad is unable to move the freight fast enough to prevent it piling up in the warehouses. The shippers are being forced to pay storage on their products all along the line and are unable to get it moved here, where it could be stored in their own warehouses at no extra cost. The same situation prevails to a great extent throughout the grain districts of Oregon.

For days past the freight department of the Southern Pacific has been crowded with lumber shippers begging for cars to move their freight and save them expense. The railroad people have only been able to promise that cars would be provided as soon as possible.

In discussing the situation yesterday an official of the freight department said: "We are usually short of cars in the busy part of the shipping season, but this year it is worse than usual because we have had an unusual draft upon our car supply and the output of products has greatly increased. The timber output has increased by a large percentage. In fact, I believe the shipments in this line will be extraordinary this year."

"We could use ten times as many freight cars as we have and then not be able to do more than handle the business in a satisfactory manner."

"Both engines and cars are needed on our line. The shortage is of course due largely to the severe draft that has been made upon the freight in order to rush the work on the Ogden-Lucan cut-off in Utah. About 40 engines are being used on that work and I have no idea how many cars. This, of course, cuts down our facilities for handling freight to a serious degree. If these 40 engines and all the cars with them were back in the freight service the situation would not be so serious. However, it is understood that the cut-off will soon be completed and we may have these engines and cars soon. Then we will no doubt be able to handle the freight of this district."

On the other lines the conditions do not appear to be so serious, although all of them could use many more cars. It is estimated that carloads of lumber and other freight are being held in the districts where they were produced because of this scarcity of cars.

PASSENGER TRAFFIC GREAT.

All Roads in Pacific Northwest Have Immense Increase in Business.

The passenger traffic over the roads into Oregon and the Pacific Northwest during this year has surpassed that of

any other year in the history of the roads, according to statements made by passenger men. The influx of travelers into Oregon and Washington has been almost phenomenal and has been noted by every road. While a large portion of the travel was, of course, of the excursion class, there was a high percentage of immigrants who came to make homes and develop the country. The railroad men are all congratulating themselves upon the manner in which Oregon is attracting the attention of the people of other portions of the country. They expect the travel in this direction during the next two years to show a still greater increase.

Arthur B. Calder, traveling passenger agent of the Canadian Pacific Railroad, who was in the city yesterday, stated that his road would bring not less than 100,000 persons into the Pacific Northwest before the year ended. The majority of them, he states, are settling in Oregon, Washington and Canada. The trend of immigration, he states, is south from the Canadian line into Oregon and Washington, where many persons are making their homes and beginning to develop the resources of the country.

"It has taken a long time and much advertising," said he, "to get the people of the East and Middle West to give their attention to the Northwest, but now they are beginning to see the advantages offered them here. Every year we are bringing numbers of settlers from the States of Illinois, Iowa, Nebraska and Kansas."

"The tourist rates established by all the roads have had much to do with this travel. The prospective settler has had an opportunity to get into and out of this country, and the result has been that a great tide of travel has been turned in this direction. A great majority of people who went to Nome in search of gold are returning with their wealth and settling on the Coast in Oregon and Washington, to make their homes there."

"The advantage that this country offers over those of almost any other timber district is that, when the timber is gone, the land is fertile and makes admirable farms and dairy locations. Its resources are not exhausted by the exhaustion of the timber."

The passenger agents of all the roads into Portland state freely that this year is proving a record-breaker for passenger traffic in this section.

SOLID FOR PORTLAND IN 1904.

Pacific Coast Traffic Men's Plans to Capture National Convention.

The local traffic men who went to Spokane to attend the district convention of the Pacific Coast Association of Traffic Men returned home yesterday morning highly pleased with their trip and what was accomplished at the meeting in the way of preparing to secure the annual convention of the American Association of Traveling Passenger Agents for Portland next year. It was with a whoop and hurrah for Portland in '04 that the railroad men met in Spokane, conducted their meeting and adjourned for their homeward trips. Everybody appears to have been overflowing with enthusiasm for this city, and the delegation to the convention at New Orleans will be a solid phalanx that will be a difficult force to oppose in the fight for the convention.

The meeting at Spokane was a great success in every way, according to the local men who attended, and the proper spirit was manifested on every hand. The men of the Pacific Coast will not only fight for the convention to be held in Portland, but, if they are successful, will see that the visitors are royally entertained in Oregon and Washington while they are here. They will be given an opportunity to see the country, and will go away loaded with information to be dealt out to the inquiring traveler who is always asking questions.

One action taken by the convention that illustrates the spirit in which the railroad men of the Coast are entering into the fight was that of appointing committees from the various cities interested to cooperate in securing invitations for the convention to come to Portland. These committees will visit the civic and commercial organizations of their respective cities and solicit the necessary invitations from them. Those appointed upon the committees in the various cities are as follows: Portland—J. W. Casey, J. P. Jones and W. C. Seachrist.

Spokane—Henry Brandt, John W. Hill and Harry Munson.

Seattle—J. W. Andrews, J. R. Nagel and M. P. Benson.

Tacoma—Alex. Tilling, Robert Lee and W. H. Sommers.

Victoria—K. J. Burns and C. E. Lang.

Vancouver—J. O. McMullen and Charles Wurtele.

In order to be more sure of getting the Eastern delegates in line for Portland, it has been decided that the Washington and Oregon delegations shall go to the convention at New Orleans by way of St. Paul and Chicago and the California delegation will go to Birmingham, Ala., where it will join the special train from the East. The Washington and Oregon delegates will talk Portland and '04 to the delegates picked up between here and Chicago and to all of those leaving Chicago on the convention special. The California delegation will do the same thing in the section through which it travels. The combined forces of the three states will be used to advantage between Birmingham and New Orleans. The delegates planned at first to start in one party from San Francisco, but the latter plan was deemed the better for Portland's interests.

Winchell at Head of Rock Island.
CHICAGO, Oct. 12.—Official confirmation of the report that B. F. Winchell, vice-president and general manager of the Frisco lines, will become the third vice-president and the executive head of the Rock Island system in the West, Thursday, with headquarters in Chicago, was given out today by President Leeds. The offices of Vice-President Warren and Second Vice-President Robert Mather will be removed to New York, leaving Mr. Winchell in full control of the Western lines of the Rock Island.

SAWMILLS FOR ST. JOHNS

One Completed, and Another to Be Started.

A. S. Douglas, who has been running a sawmill for many years at Stella, Coville County, Washington, has abandoned his Stella mill, and has connected at St. Johns a mill sawing 75,000 feet in ten hours. For several years he has had a planing mill at St. Johns run in connection with his Washington sawmill. The superior railroad facilities of the Oregon site has caused Mr. Douglas to make the change.

George W. Cone, who recently sold out his Portsmouth mill to the Peninsular Lumber Company, has completed negotiations with the St. Johns people according to which he is to construct and put into operation before the first of the year, a sawmill immediately adjoining the Douglas plant, on consideration of having the necessary streets vacated. Failure to do so will cost him \$500, the value of a bond he has given to the St. Johns Council.

Flagrant Infringement Case.
Manufacturers and dealers who are interested in the protection of the trade and the public from infringing and imitations will be glad to hear that the courts have lately punished one offender severely. Some months ago the Lehigh Extract of Meat Co. Ltd., obtained an injunction in the Circuit Court of the United States, restraining one J. T. Walker from further imitating their labels and packages. Walker, who seemed to think that "imitations don't go," kept on doing so. Extract of Beef in packages and wrappers resembling the genuine Lehigh Company's was sold all over the country. The court recently adjudged him guilty of Contempt of Court and sentenced him to ten days imprisonment in the County Jail. The court also fined him one thousand dollars, with directions that he be confined in prison until the fine is paid or his release ordered by the Court.

Have you friends coming from the East? If so, send their names to the Denver & Rio Grande office, 124 Third street, Portland, Or.

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QUESTION OF LIGHT

Difficult Problem of Lewis and Clark Fair.

JAPAN TO HAVE LARGE DISPLAY

Her Commissioner Promises Entire St. Louis Exhibit, With Additions—New Ideas for Musical Entertainment Proposed.

The letting of contracts for lighting the Exposition grounds is reported by Lewis and Clark officials as requiring no small amount of attention. According to a special committee will thoroughly look into the needs and requirements in the direction of lights and power before taking any steps towards making contracts. This committee was appointed yesterday, and is composed of Frank A. Spencer, Richard Scott and G. Y. Harry. Until it has made its report the appointment for lighting will be hung up. The amount fixed upon by the Lewis and Clark corporation for this purpose is \$30,000, but the entire amount will be withheld from the apportionment until the investigation has been completed.

Japan will spare no pains and expense in having the finest possible exhibit at the Lewis and Clark Exposition, if the recommendations of U. Otsuka, the special government representative to the St. Louis Exposition, are carried out. Mr. Otsuka reached Portland Sunday evening, visited the Lewis and Clark officials yesterday, and left for San Francisco last night. In the afternoon Mr. Otsuka visited Colonel Henry E. Doehs, whom he had met at the Osaka Exposition in Japan. Later he viewed the Lewis and Clark Fair Grounds with D. C. Freeman, the director-general's secretary.

If Mr. Otsuka has anything to do with it Japan will transfer almost its entire exhibit made at St. Louis next year to Portland in 1906. There has been some talk of dividing the exhibit and sending part of it to England, part to Belgium and part to the Lewis and Clark Fair. But Mr. Otsuka was so impressed with the preparations being made for the big exposition that he expressed a determination to have the whole exhibit of his country brought to Portland. He will recommend this course to the directors and officials of the Japanese exhibit.

Colonel Doehs is endeavoring to arrange for the transfer to Portland, in any case, of all the manufacturing portion of the Japanese display. This will be the most important part of the exhibit, and will include plants in which the famous Japanese silks will be woven, as well as patterns where the Oriental porcelain will be made.

"I have obtained from Secretary Reed, of the Lewis and Clark Fair," said Mr. Otsuka, "letters of introduction to Theodore Hardee, the representative of the 1906 Fair at St. Louis, and to Jefferson Myers, president of the commission. I shall meet these gentlemen in St. Louis and will endeavor to aid them in their work."

"The Japanese government has not taken any official action yet regarding the Lewis and Clark Fair, but I shall do all in my power to bring the matter officially before them in such form as to secure their co-operation."

"I have visited the site of the Fair to be held here, and can see that it will be an extensive and important exposition. I have also acquired from the Fair officials a general knowledge of the amount of money to be expended on the Fair, and of its general character. All of these facts I will lay before my government, and I do not doubt that it will decide to transfer the St. Louis exhibit bodily to Portland."

Japan's St. Louis Exhibit Coming.
Secretary Reed received a communication from the State Department yesterday, bearing on the same subject. The letter stated that the United States Minister at Tokio has been requested by the



U. Otsuka, Delegate of the Japanese Government, who will urge Japan to transfer St. Louis Exhibit to Portland.

a great feature. Also I would have amateur and semi-professional band concerts, which, if properly conducted so as to arouse the interest of the musicians, would be a great drawing card."

Just at present the members of the State Commission are trying to get together a suitable exhibit of apples to send to St. Louis. They have extended a general invitation to all fruitgrowers to ship consignments of apples for this purpose, the freight charges to be paid by the Commission.