

BANQUET TO GOV. M'BRIDE

ABERDEEN ROYALLY ENTERTAINS THE EXECUTIVE.

Leading Politicians of Chehalis County in Attendance—Governor Makes a Characteristic Speech.

ABERDEEN, Wash., June 13.—Governor Henry McBride left this morning for Olympia, after a two days' visit to this city during which time he was given the entire harbor, with its many large mills, the big jetty now being constructed off Westport, and other objects of interest. He expressed himself as being highly pleased with the reception accorded him, and he certainly made many friends while here, both by his good-comradery and the open, manly manner in which he discussed the leading questions that are now causing so much comment throughout this state.

While the reception given to the Governor at the T. M. C. A. rooms Wednesday night and the trip over the harbor yesterday were of a public character, and expressive of the pleasure at being permitted to entertain so distinguished a guest, the banquet proffered him last night at the Poodle Dog Cafe by the Republicans of Aberdeen, was one of the most notable political gatherings that have ever been held in this city, the men who were present being leaders in party councils and the ones who have for years organized the plans of campaign and won the victories for which this section of the state is famous.

The splendid dining-room of the restaurant presented an attractive scene, with the long tables set in horseshoe form, the cutlery, silver and china sparkling under a blaze of light, and the decorations of ivy and roses lending an added beauty.

When the doors were thrown open and the guests seated, R. C. Cowie, proprietor of the cafe, with a full corps of trained assistants, served the various courses of the menu to perfection, it requiring over two hours to do full justice to the many delicacies that had been prepared.

About midnight coffee was served, cigars lighted and the toastmaster, Mayor H. W. Patton, proposed that in behalf of the Governor, the entire company rose to their feet, bowed in greeting to their distinguished guest and drank the toast standing. The Governor then responded to "The State of Washington," and there was no mistaking the position he has taken upon the weighty questions that confront the welfare of this commonwealth. He previously expressed views on the railway merger, the unscrupulous lobby, the necessity for a railroad commission and an anti-pass bill, the ever-growing demand for strong, able men to watch over the political destinies of the state and the duty of Republicans during the coming campaign were heartily indorsed and warmly applauded by every man who listened to his words.

After the banquet, Mayor W. W. Austin, Councilmen Marc R. Sherwood and E. B. Benn, Attorneys J. B. Bridges, E. E. Shields, W. O. McKinlay and E. Boger, Revs. McDermott and Crawford, of Aberdeen; John P. Soule and Hon. Ralph Philbrick, of Hoquiam; F. R. Archer, of Westport; Edmund Croft, of Markham, and Captain H. H. Carter, formerly of Montesano, all made addresses in response to apt toasts, the affair closing with three hearty cheers for Governor McBride and the song, "He's a Jolly Good Fellow."

Covers were laid for the following guests: Mayor Irvin, Montesano; F. R. Archer, Westport; Edmund Croft, Markham; C. P. White, W. R. MacFarlane and W. T. Pattison, Cosmopolis; Hon. George H. Emerson, John P. Soule, H. C. Heiman, Hon. Ralph Philbrick, J. D. Dean, Alexander Polson, George A. Davis, J. H. Sutton, Robert Lytle, Ralph Emerson and Dr. Frary, of Hoquiam; M. B. Anderson, H. H. Carter, H. D. Crawford, H. A. Hayes, C. R. Bell, W. J. Patterson, J. A. Hood, N. W. Bush, W. B. Payne, John Lindstrom, E. B. Benn, McKinlay, J. H. Hart, W. M. Mack, A. F. Coates, A. P. Stockwell, A. J. West, C. W. Wilson, A. H. Farnam, G. P. Clerin, E. E. Shields, W. W. Austin, F. L. Carman, H. N. Anderson, Charles J. Denney, J. C. Pearson, Samuel Benn, J. B. Bridges, A. W. Middleton, Phil S. Locke, George A. Black, G. M. Antrim, W. O. McKinlay, J. H. Hart, R. P. Campbell, E. Boger, Dr. G. N. Overmeyer, Dr. Paul Suits and Mayor H. W. Patton, of Aberdeen.

PREDICTION OF M'BRIDE. Next Legislature Will Declare for a Railroad Commission.

SPOKANE, June 14.—"In my opinion the next Republican state convention will pledge itself to the support of the Railroad Commission and the anti-pass laws." That is the prediction of Governor Henry McBride, who is in Spokane today. Considerable battle against the railroad lobby has been fought and won by the Republicans on the west side of the mountains. If the convention does not vote against the pass laws, the Railroad Commission, it will be due to the votes of the east side delegates. I am of the opinion, however, that we will be successful in our efforts to have the laws and that the Republicans of the state will stand together on that issue."

MAKING READY FOR JULY 4. Vancouver Shows Its Enthusiasm by Liberal Subscriptions.

VANCOUVER, Wash., June 14.—The general committee on the Fourth of July celebration here, last evening, had the purpose of completing arrangements for the celebration. Reports of the various subcommittees were received, and the funds amounting to \$100 were appropriated to the committees, the largest amounts being given to the committees on sports and fireworks, each receiving \$15 apiece. The committee on speakers and invitations reported that Professor E. S. Mooney, of the University of Washington, had been secured as orator of the day. The committee on music reported that the services of the Seventeenth Infantry band were secured, and the committee on parade reported that Colonel Goodale had promised the troops of his command for the parade. They also reported that Colonel Goodale's band was to be the portion of the day be set aside for field sports for the soldiers on the garrison parade ground, and on motion the request was granted.

The committee was appointed to take charge of the Goddess of Liberty contest, it having been decided to let the populace make the selection for this position, at 10 cents a vote.

Salem School Affairs. SALEM, June 14.—At a meeting tonight the Salem Board of School Directors elected janitors as follows: East School, C. C. Robinson; North School, C. D. Purdy; Lincoln, U. Nye; Central, James Fisher. The annual census of the Salem school population, just completed, shows the school population to be 1176 males, 1244 females, 2320 total. The figures show a falling off of 290 school children during the year, the census for 1901 showing 2780 children of school age in the district. Thirty-five teachers employed in Salem's schools. An appropriation of \$3000 was made for the cancellation of an installment of popular loan notes. The present indebtedness of the district is about \$4000. The annual school meeting will be held Monday evening.

Wool Pool Formed. SALEM, June 14.—The farmers of the Waldo Hills who recently formed a wool pool representing the wool business in that day sold to Thomas B. Kay, of the T. Kay Woolen Mill Company, of this city, the entire pool, approximating 30,000 pounds, at 15 1/4 cents for the fine med-

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length of time. The Brodick Castle's lay days do not begin until September 15, and unless some arrangement is made with the charterer the vessel will accordingly be obliged to remain idle four months.

There is still some demand for spot or near-by ships on Puget Sound, and it is possible that the Castle may be traded and save a portion of this time. With the San Francisco she has the only difference for while the ships mentioned were chartered for August-September-October loading at 25 or 28 shillings, spot or near-by ships are obtainable at much lower rates, and nothing but concession from the owners will induce exporters to load them until their lay days begin. The impossibility of accurately forecasting the date of arrival of a sailing ship at a given port is one of the features of advantage in a tramp steamer, for these ocean wanderers can generally be relied on to turn up within a day or two of when they are expected.

BRITISH SHIP COMBINATION. New England Trust Looked Upon as a Menace to Navigation.

NEW YORK, June 14.—In shipping circles the formation of a House of Commons committee, with the object of looking after urgent shipping questions in Parliament, is regarded as a movement of distinctly satisfactory character, says a London dispatch to the Tribune. Sir Charles Cresser, chairman of the committee, and Colonel Roper, deputy chairman, sit on the Government side of the House, but Walter Runciman, hon. secretary, is one of the most promising of the younger men in the Radical ranks. The clear suggestion is, therefore, that political differences are to be as far as possible forgotten in the effort to lighten Parliament on the subject of British shipping industry.

In taking this step the shipowners in the Commons are by no means to be accused of adopting a strikingly original line of action. The Church party and the service members have had their own Parliamentary committee for a long time. It is significant, however, that the members of this new committee look upon the North Atlantic combination in the light of a real danger to England's shipping industry.

It is stated that promoters of the British combination in opposition to the Morgan syndicate will not take any further action until the arrival of Sir Wilfrid Laurier and Minister Tarte in this country.

COMING OUT IN BALLAST. French Bark Jean Bart to Make Long Voyage for Low Rate.

The French bark Jean Bart, which left Portland last December with a cargo of wheat for Europe, was chartered yesterday to load wheat at Portland at 25 shillings. The vessel will come out from London in ballast, and it is said, the rate is the lowest ever accepted by a ship which made such a long voyage to reach her cargo. The distance is approximately 37,000 miles, so the vessel in order to save the freight money must sail about 34,000 miles. An operation of this kind would show a loss for a British vessel, but under the beneficent French bounty law the operating expenses of the vessel are paid by the French Government whether she is carrying a cargo or not.

Another French bounty-carrier that has been added to the list is the Marchand de Gontaut, which is now en route from Cardiff for Mauritius. The last French vessel to come to Portland from Mauritius sailed round by way of Australia in order to secure the greatest possible amount of mileage, and was so long on

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