MELLEN AS A PILOT

Comes West to Escort the President East.

RIDES ON THE SPECIAL TRAIN

Insists That His Visit Has No Significance, but Admits Northern Pacific Plans to Extend Washington Lines.

The visit of President C. S. Mellen to Portland was one of those quiet affairs. The president of the Northern Pacific did not make a visit to the local offices of the road, and though a personal friend of the President of the United States did not take part in any of the ceremonics. That the latter condition was true probably resulted from the fact that no one in authority knew he was to come at the time he arrived, and no invitation was awaiting the head of the Northern Pa-

But President Mellen left for the East as he said he would piloting the train of President Rocsevelt. The piloting part he played was not to ride abound the first special himself, for A. E. Law, of Tacoma, assistant general superintendent of the road, was in charge of that train. Mr. Mellen left Portland a guest of the President on board the latter's special

Mr. Mellen insisted while here that his trip to the Coast had no significance aside from his plan to pilot the Presidential party East over his line. He preserved the same attitude he had shown elsewhere in avoiding railroad topics whenever possible.

That it is the ultimate intention of the

That it is the ultimate intention of the Northern Pacific to build up both sides of the penineuia, in Washington, upon which is located the Olympic range Mr. Mellen acknowledges. The Northern Pacific is now constructing a branch extending from Hoquiam, on Grays Harbor, to the Quinault Indian reservation, tapping a country that heretofore has even been without good wagon roads, but which is regarded as wonderfully fertile and capable of a high state of cultivation. It is not likely that this road will be built much beyond the Humptulips River at present, but ultimately it is to be extended to the entrance to the Sound and tended to the entrance to the Sound and may come down on the east side of the Olympic range to connect with a line built up that side of the mountains.

The Port Townsend & Southern is likely to be the Northern Pacific's road on the east side of the range. Ultimately it is announced to be the intention of the Northern Pacific to build down this side, tapping all of Jefferson County and reaching the old line of the Northern Pacific at or near Olypmia.

TO PLANT EASTERN OYSTERS. Four Carloads Coming From At-

lantic Coast for Willapa Harbor. Four cars filled with seed oysters from the Atlantic Coast are speeding across the continent, consigned to oystermen at Oysterville, on Willapa harbor, in Wash-ington. The cars are expected to make the run from Massachusetts to Willapa harbor in 12 days.

the run from Massachusetts to Wilinpaharbor in 13 days.

These seed oysters are being brought West to be transplanted in the Toke Point district of Wilinpaharbor, to go on the Coast market later as Toke Point oysters. There are four cars each filled with barriels containing the seed oysters.

The North Shore Dispatch carried the everter shipment to Nigara Walls and

The North Shore Dispatch carried the eyeter shipment to Niagara Falis and turned them over to the Michigan Central, over which line they were taken into Chicago. The Burlington had the hani from Chicago to the Minnesota Transfer where the Northern Pacific took up the cars and has started them westward. It required six days time on the fast freight lines of the Eastern roads to carry the ovaters to St. Paul. The North carry the cysters to St. Paul. The Northern Pacific will, with its "expedited service" get the cysters to the Coast in seven days.

concern of oystermen with shipments of this character on the road is great for hours count in getting the seed oysters back into the water again. North-ern lines declare the traffic of this kind amounts to between 25 and 30 cars nually and that it is increasing as rapidly as oystermen can prepare to handle the increased business. The Coast markets cannot be supplied at present and the ep-

BOAD TO EUREKA.

Officials of Santa Fe Drive Over the Route.

SAN FRANCISCO, May 3.—Both the San Francisco & Northwestern and the San Prancisco & Eureka Railroad Com-punica, which were brought into existence by the Santa Fe and the California North-western respectively to build rival lipes-into Humboldt County, are making active efforts to begin construction work. Captain A. H. Payson, assistant to the pres dent of the Santa Pe, and Chief Engineer Dun, who accompanied President Ripley on his recent trip to Eureka, returned to town yesterday after driving through the

heavily timbered country through which the Santa Fe line is projected. Captain Payson said yesterday that he and Engineer Dun devoted five days driving from the southern terminus of the Eci River road to Willits. They made a care-ful observation of the country, but are unable to say in advance of the compltion of the surveys over what exact rou the new line to Eureka will run. They left three surveying parties working in The directors of the newly in corporated San Francisco and Eureka Road held their first meeting yesterday, organizing by the election of A. W. Fos-ter as president. P. N. Littenthal as vicedent. Thomas Mellers as secretary and George C. Hickox as cashier

BIG HOTEL FOR VICTORIA. Canadian Pacific Will Spend \$400,000

on First-Class Hostelry, Canadian Pacific announced yeste day that the road intended to build a \$400,-

600 hotel at Victoria, R. C., to form one of a chain of high-class hostelries owned by the northern line and extending from the northern line and extending from Johns, N. B., on the Atlantic Coast, to Victoria. The new hotel at Victoria will be erected

on a prominent piece of ground over-looking Oak Bay, one of the most delight-ful spots in the Northern city. Construction work is to be commenced this Sum-mer and the hotel will be made ready as soon as the contractors can complete the undertaking. While the hotel is to be built principally for the tourist travel,

It will take rank as one of the better of the Northwest houses immediately. With the construction of the hotel at Victoria. B. C., the Canadian Pacific will ewn and operate hotels at the following points: St. Johne, McAdams Junction, Quebec, Montreal, Fort Williams, Moose Jaw, Winnepeg, Banff, Laggan, Field, Glacler, Revelstoke, Sicamous, North Glacier, Revelstoke, Sicamous, North Bend, Vancouver and Victoria.

All of these hotels are managed by the

railroad company and are conducted on much the same plan.

Railroad Notes.

The Northern Pacific will announce a new rate on Iron bars, rods and bands between Portland and points, effective May 25. Portland and Grays Harber

A circular issued from the general freight office of the Wiscopsin Central appearances that the office of general

Northwestern agent will be abolished June 1. George T. Huey has been made as-

sistant general freight agent of the line with headquarters at Minnespolis. A telegram from W. D. Cornish, vice-president of the Union Pacific, to President A. L. Mohier, of the Oregon Rail-road & Navigation Company, received yes-terday, confirmed the statement that the strike of the boilermakers on the Union Pacific had been settled on satisfactory

ENJOYABLE VIOLIN RECITAL Reginald L. Hidden's Pupils Play in the Marquam Theater.

Splendid results were shown in their violin playing by pupils at Reginald L. Hidden's seventh annual recital, held last night at the Marquam Theater, and a large crowd was in attendance. Several of the numbers were encored, but no rep-etitions were given, the pupils bowing their acknowledgements instead. The pro-gramme was published in last Sunday's Oregonian, and all the numbers were played except Horn's "Gypsy Fantasie," which was omitted owing to the lateness of the hour. Those who took part were: Ward Alden, Hazel Abrahamson, Lucia Barton, George Burton, Henry Buehner, Rosalind Bunce, Julia Burke, Edward Banford, Anna Campbell, Casimir Campbell, Lucile Daniels, Frank Dubols, Anna English, Gertrude Eastabrooks, Alois English, Gertrude Eastabrooks, Alots Ferrer, Myla Frederickson, Lenore Greg-ory, Katharine Gilbert, Frances Gill, George Gerson, Louis Gevurtz, Hattle Hamilton, Alice Hamilton, Grace Holden,

Ziporah Harris, Harrist Hutchinson, The-odore Henkel, Arthur Heintz, Frank Jesse, Edwin Jacobs, Acelus Jewett, Colin Livingstone, May Malone, Lucian Pater, Bella Robertson, William Stevens, Eliza-beth Savage, Frederic Short, Albin Sandahi, Marcus Skarstedt, Clearman Truesdell. Ada Williams. It was noticed that all the pupils played

the same way, and had the same style of bowing, all of which speaks well for Mr. Hidden's patient teaching. The music was well played, and the pupils lent to it a personality and a sympathy that was welcome. The solo playing began with a contribution from the smallest pupil, Ward Allen, a little boy who afterward fulfilled the duties of master of ceremonies in presenting bouquets to the girl violinists. He was a great success. Frances Gill was down on the list for two different solos, and she exhibited a pure tone and graceful bowing. Bella Robert-son played well in a long difficult "Scene de Ballet" by De Berlot. The same criticism applies to the good work shown by Frank Dubols, Ada Williams and Alice Hamilton. Grace Holden has developed a graceful style in her playing, and this was seen in her sympathetic treatment of Svendsen's "Romance," op 26. She also exhibited self-control and good interpre-tation, and will make a first-class vioiniste some day if she works hard. Myla Frederickson played artistically in a Spohr number, and her tone was very sat-infactory. The accomponists were Mrs. Reginald L. Hidden, Miss Beatrice Hidden, Miss Huggins, Miss Robertson, Mrs. Wing Ross and Rev. F. Dominic, and much of the success of the recital is due to their painstaking work.

DRINKS WOOD ALCOHOL.

Jenious Woman Takes Poison and Repents Too Late.

Mrs. A. Duffey, who was living with her husband in the cottage at No. 443 East Davis street, died yesterday morn-ing from the effects of a large dose of wooi alcohol taken Friday morning, evidently with suicidal intent. She was very jealous of her husband, so it is stated. Mr. and Mrs. Walter Pulliam, of the Brunswick saloon, occupy the house at 45 also. From them the facts in the case were gathered.

Mr. Duffey was out nearly all of Thura-day night, and went home Friday morn-ing and went to bed. There was some wood alcohol in a bottle in the room for use in a lamp. Mrs. Duffey took a small swallow, and lay down on the bed be-side her husband, at the same time telling what she had done, and asking for a drink of water. Mr. Duffey went down-stairs after the water, and on his return he saw that she had drunk more of the alcohol. He then hurried downstairs, and Mr. Pulliam telephoned for Dr. J. M. Batcheller, who has an office in the Burkhard building, informing him of what had taken place.

Dr. Batcheller soon arrived, and by the woman. She seemed to have recovered from the effects of the dose during the afternoon and passed Friday night in comparative comfort. However, yesterday morning she was very sick, and Dr. Batcheller ordered that she be sent to St. Vincent's Hospital, where she died very soon. Her death is supposed to have been caused indirectly by the alcohol. Mr. Pulliam said that the software from been caused indirectly by the aicenon. Mr. Puillam said that she suffered from

morning, she seemed to be very sorry for what she had done. It is probable that she went further than she intended in taking the alcohol, judging from her expressions of regret.

Mr. and Mrs. Duffey a short time ago came from Little Palls, Wash., on the Northern Pacific, where his mother lives. She was ill years of age, and her husband was much younger. Mrs. Duffey had been married before, and had two children by her former husband, who are in San Francisco with relatives. n San Francisco with relatives, who are

RINER IS REINSTATED.

Chief Hunt Finds Charges Against Him Are Unfounded.

Police Patrol Driver R. M. Riner, who was suspended from duty, pending an in-vestigation into a charge of running down an aged woman with the patrol wagon, has been returned to duty. Chief of Police Hunt, after a thorough investigation, found the charge to be groundless and issued the following order to Captain

"In the case of R. M. Riner, suspended from duty on the charge preferred, that on the list of the present month driving the putrol wagon at a rapid rate of spe on Third street in this city he ran down an aged lady in the street, and that this lady was helped into a store and sustained injuries. From careful examination of witnesses in the case there were no facts elicited that sustain this charge. I there-fore order that Mr. Biner be returned to duty without loss of pay."

RAGS, RAGS, RAGS.

You rags, rags, rags-that is what Eastern dry goods ready-made ladies' suits are made like when compared with our line of tailor cloth suits. We are the manufacturers—make all our own stock right here at Fifth and Aider streets; also special orders. If we have not got your size or fit in stock we will make you one.

THE J. M. ACHESON CO.,

Merchant Tailors, Manufacturers of Ladies' Suits, Skirts and Coats, Ready to

Wear or to Special Order.

EXCURSION RATES EAST.

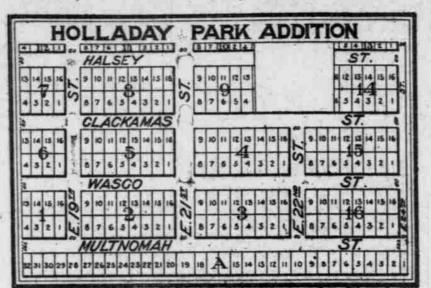
Via Great Northern Railway.

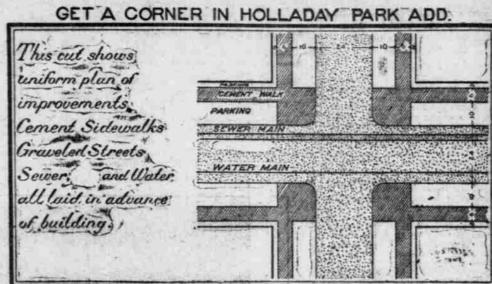
MURINE EYE REMEDY. A home cure for Eye troubles. Never fails to win friends. Used for infant and adult, Murine don't smart. Soothes Eye-pain.

HOLLADAY PARK ADDITION

NOW ON THE MARKET! CHOICE LOTS FOR SALE!

Only 20 blocks from the Union Depot. Portland Street Railway Company is now building through Holladay Park on Halsey Street. No lot in this Addition is more than three blocks from electric car line.





Holladay Park Addition occupies an elevated and beautiful position on the East Side, commanding an extensive view of the city and surrounding country as well as a vista of the eternally snow-capped monarchs of the Cascade Range of mountains. The owners of this splendid tract will make it the pride of Portland. No residence costing less than \$2000 will be permitted. A glance at the above cut will show what a high class of improvements will be enjoyed by residents of Holladay Park Addition. It is the only addition in the city having cement sidewalks, cement curbs, and macadam streets. The street in front of each lot is "parked" and will be set in fine lawn, with roses and shrubs. A complete system of sewers serve the entire tract. A number of fine houses are now under construction. Many more are contracted for the near future. This highly desirable property will be sold on easy terms. You have the privilege of furnishing your own building plans.

Call at our head office and get a plat, then take a drive out to the property and make your selection early. We have an office and an agent on the ground. Take Irvington car to Clackamas St., thence 3 blocks east.

GUARANTEE & TRUST C

AND 7 CHAMBER OF COMMERCE

JESSIE WILL BE A SEALER

SCHOONER IS BEING REFITTED AT VICTORIA.

Crobable Fate of the De Coudle-New Lumber Steamer Under Construction at Victoria.

The schooner Jessie, formerly engaged as a pilot-boat at the mouth of the Columbia, is on the ways at Victoria, being overhauled and made roady to go to Behring Sea when the fleet goes North. The Jessie when seen in the stocks is a stanch and picture-sque vessel. Built by Turner, the wacht-builder, of San Francisco, for the yacht-builder, of San Francisco, for the McDonough Bros., of that city, she cost \$20,000, and her cabin fittings, plate glasses and walnut-fleish fixtures cost another \$20,000. These have long since been taken power auxiliary engine, which she ried before she was taken to the Colum bia River by Captain Carruthers. The frames and knees of the schooner, which are as staunch as ever, are of timana wood, her decks are of California white wood, and her planking is of the best of fir; in fact, no expense was spared by the onaires for whom she was built as aeacht in making the schooner one of the sest of her class on the Coast. She has a novel keel in one piece of cast iron, running from the bow to the stern, making both stem and sternpost. This is filled with lead. The schooner had been lying idle at Rallard, and the Victorians who urchased her secured her at what is omsidered a low price for such a craft. She is being made ready for scaling, and will go to the Behring Sea in command of Captain Byers, who has been sealing on different schooners of the Victoria Sealing Company for years.

MISSING BARK DE COUDIC.

May Have Been Lost in the Marshall

New light is thrown on the fate of the French_bark De Coudic, which left San Francisco last December for Sydney and never reached her destination, by a report just received from Sydney, Australia. schooner has arrived at the Australian port from the Southern Pacific islands with the report that the abandoned wreck of a large bark has been found on a reef in the vicinity of the Marshall Islands. It is surmised that this vessel is the lost French bark. She was posted as missing at Lloyds' some time ago. What has be-come of the crew of the lost vessel, which carried a cargo of grain, is unknown, but from the fact that nothing has ever been heard of them, it is reasoned that all have been lost. There is, though, a small gleam of hope that they may have reached some of the islands of the Marshall group, but

the hope is faint.
The wreck of the British, ship Manchester was found similarly to this vessel some years ago, lying on a reef in the South Pacific Ocean. The Manchester, which was bound from New York to Yokehama with case oil, had long since been given up as lost, when a schooner that had been trading among the Islands arrived at one of the Australian ports with the news of having discovered the wreckage of a vessel of the description of the Manchester on a small uninhabited island in the South Pacific group, and with the wreckage was found some cases of kero-sene, which led to the belief that the lost oil-carrier had broken up on the unvisited shore. Some traces of survivors were found in the sand ashore, but nothing was ever heard regarding their fate. A French warship has been dispat from Neumea to investigate the wreck found i nthe Marshall group,

WRECK OF THE VICTORIA.

Privations Suffered by the Crew Be-fore They Were Rescued. The captain and crew of the British steamer Victoria, which was wrecked on

the China coast on April 8, suffered in-tensely before they were rescued by the Chinese steamer Hai Yung. For three days the men clung to the precipitous rocks which form the Little Bamboo Ist-and, suffering from hunger and thirst and exposed to the fury of the elements. When finally rescued all the men were in an ex-The first details of the wreck of the

steamer have been received at Victoria in a letter written by Dr. C. A. Nahl, the surgeon of the steamer. According to the doctor's letter the steamer is a total loss and cannot be saved. The Victoria is owned by Swayne & Hoyt, of San Francisco, and left Port Gamble with a carro of lumber. left Port Gamble with a cargo of lumber for Takue. She was formerly a collier running from Ladysmith. The steamer struck the rocks on Little Bamboo Island. 45 miles from Chee Foo, during a thick 45 mlles from Chee Foo, during a thick fog. She was running at half speed, and passed Big Bamboo Island in safety when the fog set in, and before Captain Casey was aware of his position the steamer was on the rocks. She filled rapidly, and though the engines were backed at full speed, she refused to budge from the rocks. The Victoria keeled over to the

starboard side, and fearing that the vessel would sink the captain ordered the boats lowered, and all hands deserted the steamer. With difficulty the men succeeded in reaching the rocks, and for three days rethere while the storm raged around them, threatening every instant to The first mate, Captain Ferris, of Vic toria, and two sailors, volunteered to

bring help, and departed for Chee Foo in a small boat. They reached the port in safety, and the Chinese cruiser Hai Yung went to the assistance of the shipwrecker mariners. The cruiser is standing guard to prevent the Chinese pirates from looting the steamer. The lumber cargo was thrown overboard in an effort to float the A diver who examined the hull reported

that the bottom was full of holes, having pounded on the jagged rocks.

WAITING FOR REPORT.

Pilot Commissioners Would Like to Hear From Captain Howes, ASTORIA, Or., May 23,-(Special.)-The Oregon Board of Pilot Commissioners has not yet received the formal written report from Captain Howes, who made a survey of the state pilot schooner San Jose, although he has informed the commissioners that in his opinion the schoor er can readily be placed in a seaworthy condition. He has suggested that a plank be taken from the schooner's hull, below the water line, both forward and aft, so that it can be examined by the under-writers when they classify the vessel. As the San Jose is but 17 years old, she should be a good risk, when such as the bark Harry Morse, which is 32 years old, are so rated. At the June meeting of the commission some definite action relative to the future of the San Jose will be

FOR THE COASTWISE TRADE,

Lumber Steamer Under Construction at Hoquiam. ABERDEEN, Wash, May 22—Hitchings & Joyce, the shipbuilding firm of Hoquiam, have secured a contract for the building of a large steamer to be completed by October 1. Work has already begun upon it. It will be an oil burner and a sister to the Olympia, only being five feet longer. Her dimensions will be: Length of keel, 186 feet; length over all, 230 feet; width of beam, 38 feet, and depth of hold, 14 feet. She will cost, with her machinery, about \$115,000 and will have a capacity of \$50,000 feet of lumber. The managing owners are the Wood Lumber Company, but the majority of the shares of stock is divided among a large number of others. The machinery will be furnished by the Fulton Iron Works of San Francisco

Clears for Algon Bay,

The British ship Arranmore has cleared for Algon Bay, South Africa, and will leave down the river today. She carries 113,576 bushels of wheat worth \$5,000. Girvin & Eyre are the exporters. The Langdale will be the next vessel to leave. will complete her cargo at the Port-She will complete her cargo at the Port-land Flouring Mills Monday and will get away a few days later.

The latest report of an arrival out is that of the French bark Desaix, which reached Cape Town prior to the 22d inst. She carried 165,000 bushels of wheat, The Desaix sailed from here February 12.

Vessel From Quarantined Port. SAN FRANCISCO, May 23.—The schoon-er General Banning arrived today from Mazatlan. This was the first vessel that has come from Manatian for many months, the port having been quarantined on account of the plague. The schooner has on board a valuable cargo, compris-ing hides and \$150,000 in silver bullion. She

was sent to the Angel Island Quarantine

The French bark Europe, from Ham-burg for Portland, was spoken May 17, in 49 north 4 west.

The steamer Ruth sailed last night for shipped by the Eastern & Western Lum-ber Company. San Francisco with 400,600 feet of lumber,

A floating dock for the German-Chines port of Tsingtau is being constructed in North Germany, and will be conveyed to China in sections.

The Hakodate Dock Company is constructing a new dock at Hakodate, Japan, 519 feet in length. It is expected to be completed early this Summer. A Spanish journal states that an im-portant enterprise is being planned for importing coal into Spain and other European countries and for conveying Spanish from-ore to the United States on the re-turn voyage. Steamers will be placed under the French flag, and expect to receive the shipping bounty accorded by the

The lighthouse inspector of the Twelfth district issues a notice that North Spit buoy, a black, second-class can, No. 3, placed near the turn in North Jetty, Hum-boldt Bay, California, went adrift May 17. It will be replaced as soon as practicable

French law.

Domestic and Foreign Ports. ASTORIA, Or., May 22.—Sailed at 7:15 A. M.—Steamer Geo. W. Elder, for San Francisco. 'Condition of the bar at 4. M., moderate; wind northwest

weather cloudy. Cape Town, May 23.—Arrived prior to May 22-French bark Desaix, from Port-

Coos Bay, May 22.-Sailed-Steamer Allance, for Portland. Hamburg, May 22.—Sailed May 22.—Ger-man ship Arthur Fitger, for Portland, San Francisco, May 23.—Sailed at 11:20 A. M.—Steamer Columbia, for Portla Swansea, May 23.—Sailed May Swanses, May 23.—Seiled May 21.— Prench bark Montcalm, for Portland.

San Francisco, May 21.—Arrived—Steamer Montrat, from Port Hadlock; schooner Lugon, from Tacoma. Salled—Steamer Columbia, for Astoria; steamer Mackinaw, for Tacoma, steamer Charles Nickles. for Tacoma; steamer Charles Nelson, for Seattle; steamer Sequoia, for Willaps Harbor; brig W. G. Irwin, for Roche Har-

bor.

Hong Kong, May 23.—Arrived previously—Hong Kong Maru, from San Francisco vio Honolulu, Yokohama, etc.

Yokohama, May 23.—Arrived previously—City of Pekin, from San Francisco via Honolulu and Hong Kong; Shino Maru, from Seattle for Hong Kong.

New York, May 23.—Arrived—New York, from Southamptian: Hesperia, from Naples, etc. Sailed—Marquette, for London; Finland, for Antworp; Furnessla, for Glasgow; Etruria, for Liverpool; Princess Irene, for Naples and Genoa; Island, for Copenhagen; Belgravia, for Hamburg. Plymouth, May 12.—Arrived—Koenigen

Luise, from New York for Cherbourg and Bremen, and proceeded. Antwerp, May 22.—Sailed—Kroonland, Antwerp, Me for New York.

for New York.

Havre, May 21.—Sailed—La Savoie, for
New York.

Liverpool, May 21.—Arrived—Moyune,
from Tacoma, Hong Kong, etc.; Sylvania,
from New York. Sailed—Umbria, for New York; Bostonian, for Boston; Peruvian, for Halifax, N. S., and St. Johns, N. F. Glasgow, May 21.—Arrived—Sarmatia, from Montreal. Salled—Numidian, for New York; Lakonia, for Montreal. Naples, May 23.—Sailed—Peruvia, for

don. May 23.-Arrived-Lancastrian, from Boston

Appraisers Appointed.

New York Sun. The Treasury Department has an nounced the appointment by the President of W. F. Thummel to be a member of the board of General Appraisers, to succeed the late Ferdinand Shurtleff. At the same

the late Ferdinand Shurtleff. At the same time the announcement was made that Harwood Huntington had been appointed Assistant Appraiser of the port of New York, in charge of the wool division.

Mr. Thumel is a son-in-law of Representative Hepburn, of Iowa, and his appointment was made on the recommendation of Mr. Hepburn and Secretary Shaw. He is a lawyer employed in New York as an assistant counsel for the Mutual Life Insurance Company. Mr. Huntington lives in New York George Sawter was appointed Assistant Appraiser in charge of the wool Jivision, but failed of confirmation by the Senate and was not re-appointed.

IN MEMORY OF THE QUEEN

VICTORIA DAY CELEBRATED BY BRITISH SOCIETIES.

Tributes Are Paid to the Sterling Qualities and Loyable Character of the Late Ruler.

The British societies of Portland celebrated Victoria day at the Armory last aight. A programme, in which addresses dealing with the life of the former British ruler were interspersed between excellent musical features, formed the prin- speaking races. cipal part of the celebration. Refreshments were served after the last num! on the programme had been called, but the affair would not have been the qualified success that it was but for the enthusiasm shown continually for the

memory of the popular Queen.

Between 500 and 600 former subjects of Between 500 and 600 former subjects of the sovereign of descendents of Englishmen attended the celebration. It was distinctly an English function. The addresses desit entirely—or nearly so—with the late Queen; the music was of the best England has produced, and the words of the songs carried those present back to the snug little island off the coast of Europe. And there was not one in the audience who did not enjoy it all or who falled to enter with full spirit into the celebration. The sentiment that Englishmen should commemorate the day for all time found a hearty response from those who heard Bobert Livingstone utter it.

The British Benevolent Society, St. An-

who heard Robert Livingstone utter it.

The British Benevolent Society, St. Andrew's Society, Clan Macleay and the Caledonian Society were all interested in the observation of the day.

There was no lack of appreciation shown for the addresses delivered during the evening, but the old English airs and the songs most of those present had heard across the water aroused the enheard across the water aroused the enthusiasm. The audience was in a mood to listen appreciatively to a musical pro-gramme, and seemed loath to allow any of those who gave their services to depart without responding to encores.

They were generous—were those who gave the musical features, and time after time they responded to another call for a familiar air. But had the audience been given its way this feature of the pro-gramme would have been prolonged until long after midnight. As it was, it was near to that hour when the celebration drew to a close.

The audience closed the programme by

singing with a vim "God, Save the King," and during the evening a dozen other English airs were heard. The Armory was decorated with Amerlean and English flags, which hung from the four walls. All the emblems floated at

different times by either country were shown.

Mayor Williams was to have delivered the was compelled at the

alayor Williams was to have delivered an address, but he was compelled at the last moment to decline. He sent word to the committee that the numerous func-tions of the week had demanded so much of his time that he was unable to be present last evening.

ent last evening.
George Taylor, who presided, gave, in
an introductory speech, an outline of the
character of the celebration, and those
who spoke after him, British Consul
James Laidlaw, Robert Livingstone and william Foley, told of the sterling qual-ities and lovable character of the former English Queen. All of the speakers ex-pressed the hope that a strong bond of friendship might be cemented between the English and American governments, and their gratification over the progress al-ready made toward a union of English-

lows:
Introductory remarks
Address-"Star Spangled Banner" H. B. M. Consul Laidlaw.
Song W. K. Scott.
Instrumental selections
Song
Addressobert Livingstone.
Sour
Recitation Miss Webb.
Song Dom Zan.
Address
"God, Save the King"Audier
Accompanist, Mr. Carl Denton.

Paris Rejects American Project. PARIS, May 21.—The gas committee of the Municipal Council has adopted the report presented by the Prefect of the Seine, rejecting the Devaluez-Duchancy proposal to supply Paris with gas. This-proposal was known as the American plan, because it was backed by American capitalists. The rejection of the proposal is based on the ground that it is impos-sible to make gas at the price proposed, and that the guarantees offered are in-

New Wyoming Corporation. CHEYENNE, Wyo., May 23.—Articles of incorporation have been filed with the Secretary of State of the Wyoming Construction Company, capitalized at \$200,000 and formed for the purpose of carrying on railroad and canal construction business. The enterprise is headed by Senator C. D.

Clark, George Pexton and other Wyoming

"THE PAIN KING."

Those who have ever felt its keen, cutting pains, or witnessed the intense suffering of others, know that Rheumatism is torture, and that it is right-

ly called "The King of Pain." All do not suffer alike. Some are suddenly seized with the most exerueia ting pains, and it seems every muscle and joint in the body was being torn der. Others feel only occasional slight pains for weeks or months, when a sudden change in the weather or exposure to damp, chilly winds or night air brings on a fierce attack, lasting for days perhaps, and leaving the patient with a weakened constitution or crippled and deformed for all time.

An acid, polluted condition of the blood is the cause of every form and

variety of Rheumatism, Muscular, Articular, Acute, Chronic, Inflammatory and Sciatic, and the blood must be purged and purified before there is an end to your aches and pains. External applications, the use of liniments and plasters, do much toward temporary relief, but such treatment does not reach the real cause or cleanse the diseased blood; but S. S. S., the greatest of all blood purifiers and tonics, does cure Rheumatism by antidoting and neutraliz-

ing the poisonous acids and building up the weak and sluggish blood. It is safe and reliable in all forms of Rheumatism. It makes sale and remaile in an forms of the data the pain-tortured mus-the old acid blood rich, and the pain-tortured mus-cles and joints are relieved, the shattered nerves are made strong, and the entiresystem is invigorated and toned up by the use of this great vegetable remedy.

If you have Rheumatism, write us, and our physicians will furnish with-out charge any information desired, and we will mail free our book on THE SWIFT SPECIFIC CO., ATLANTA, GA.