

JACK TARS PARADE

Five Companies From Each Ship Were Furnished

A GOLDEN KEY FOR ADMIRAL

A Band of 72 Pieces Accompanied Each of the Five Divisions—Exercises at City Park—Ball in Honor of Naval Officers Last Night.

SAN DIEGO, Cal., April 15.—The second day of the stay of the American battleships fleet at this port is to be made notable by the landing of the largest force of marines and blue jackets ever seen in a shore parade in any part of the U. S. Five thousand men and officers are to be brought in from the ships, a distance of some twelve or fifteen miles by way of the harbor entrance, and at 2.30 p. m. will begin a march of a mile and a half from the water front to City Park where the set ceremonies of San Diego's official welcome to the fleet are to be held. The landing of this great force of men will entail a vast amount of work as they are all to be sent away in small boats, towed by ship steam launches or by tugs furnished by the local reception committee. The details of the landing and the parade have occupied the attention of many officers during the last stage of the cruise and they were busy on some of the problems entailed until late last night. Final orders then were issued and promptly at noon to-day the first boats were cleared away from the port gangways. One company of marines and four companies of blue jackets are furnished by each ship, making a total landing force of eighty companies. These companies are divided into five divisions a marine division, and first, second, third, and fourth ship divisions. The commanding officers of the parade is Capt. Seaton Schroeder, of the battleship Virginia with Lieut. Commander Ridley McLean, as adjutant. The marine brigade is commanded by Major Dion Williams, fleet marine officer of the Connecticut; the first division brigade by Capt. Chas. E. Vreeland; the second division brigade by Capt. W. H. H. Southerland, the third by Capt. Chas. W. Bartlett, and the fourth by Capt. John M. Boyer.

A band of 72 pieces, furnished by the ships, will accompany each of the five divisions. The ceremonies at City Park which will be held late this afternoon, include formal addresses of welcome by Gov. Gillett and Mayor Forward. Admiral Thomas will reply briefly to each of these, and will accept from the local committee in custody for rear Admiral Evans, a golden key to the city. Admirals Thomas, Sperry and Emory will be decorated with gold medals commemorative of their visit. A medal also has been prepared for Capt. Royal R. Ingersoll, who was chief of staff to Admiral Evans and it will be received for him by Lieut. Commander Chandler of the Connecticut.

Tonight there will be another illumination of the fleet and a ball in honor of the naval officers at the Hotel Del Coronado. The officers do not attempt to disguise the fact that they are extremely glad to be back among "home folks" once more and they are looking forward to all of the festivities along the Pacific Coast with the keenest relish. The dancing tonight and again on Friday night appeals very strongly to the

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younger officers. Gov. Gillett and his staff leave here Friday at 2:05 p. m. for Long Beach, where they will stop at the Hotel Virginia until next Monday. They will then move to the Alexandria in the Los Angeles for the remainder of fleet week in that city.

SOUTHERN PACIFIC R. R.

Annual Meeting of the Stockholders Merely a Perfunctory Affair.

SAN FRANCISCO, April 15.—The Southern Pacific R. R. Company, which owns the 3300 miles of line from San Francisco to El Paso, including both the San Joaquin and the Coast route to Los Angeles and has a capital stock of \$160,000,000, had its annual meeting of stockholders here yesterday.

Of the total of 1,600,000 shares the nine men who attended the brief session represented and perfunctory voted 1,599,900 shares for the following 11 directors, who were unanimously elected.

W. D. Cornish, E. E. Calvin, C. H. Redington, Wm. E. Herrin, I. W. Hellman, Momer S. King, Jas. K. Wilson, Dr. F. K. Ainsworth H. A. Jones, Wm. Hood and J. L. Willcutt.

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"My wife and I will swear that Hyomei cured me of the worst case of catarrh that ever existed. I used to cough constantly at night, and had a dropping in the throat, which kept me awake a great deal. I raised thick phlegm, and was in a horrible condition. However, I am entirely cured solely through the use of Hyomei."

Dr. Philip Z. Hart, Laconia, N. H. Reader, this is one of thousands of testimonials praising the marvelous curative power of Hyomei. If you are a sufferer, why not try it. T. F. Laurin guarantees it, and will refund your money if it fails to cure. Hyomei is not a stomach nostrum; it is dry antiseptic and medicated air, and all you have to do to cure any disease of the nose, throat or lungs, is to breathe it in through the Hyomei inhaler. A Hyomei outfit, including a scientific inhaler, only costs \$1.00. Get one today. Subsequent treatment is only 50 cents a bottle. Get one now. T. F. Laurin takes all the risk. He guarantees it.

EXPERIENCE INVALUABLE.

Why W. H. Hurlburt is the Popular Choice for Railroad Commissioner.

It is generally conceded by intelligent voters that, if there is one office in the State in which expert knowledge is an invaluable equipment, if the best interests of the public are to be subserved, that office is that of railroad commissioner. Upon the experience and practical knowledge of various matters and problems with which the commission has to deal depends its usefulness and efficiency. It can be either a helpless, harmless mutual admiration society, or an active working force, with the energy, vitality and ability to perform the duties for which it was created and exercise the powers with which by law it is endowed. There should be no room for a dummy upon the board.

It is this view of the situation that has centered the attention of thinking voters, who desire to see the commission accomplish the greatest possible good, upon W. H. Hurlburt as the most fit candidate for the important office of railroad commissioner in this district. Mr. Hurlburt is familiar with every detail of transportation problems, during his 35 years of experience in every department—construction, operating and traffic—having acquired a fund of expert knowledge that must be of inestimable value to the board. He is not now in any way, either directly or indirectly, interested in or connected with any transportation company and therefore in the best possible position to deal justly between all interests involved within the jurisdiction of the commission.

A TWENTY YEAR SENTENCE.

"I have just completed a twenty years health sentence, imposed by Bucklen's Arnica Salve, which cured me of bleeding piles just twenty years ago," writes O. S. Woollever, of LeRayville, N. Y. Bucklen's Arnica Salve heals the worst sores, boils, burns, wounds and cuts in the shortest time. 25c. at Charles Rogers & Son drug store.

TO SAVE SMELTER

Construction of a Wing Dam at Great Falls

NO LOSS OF LIFE REPORTED

The River is Thickly Strewn With the Debris of Ranch Houses and Haystacks and Many Animals Are Battling For Their Lives.

HELENA, April 15.—Early today an uncontrollable flood is rapidly advancing up on Great Falls, a city of 15,000 population and it is believed that the Boston and Montana smelter, one of the largest in the world is doomed to destruction. It is built on the river bank and fears for its safety are felt at each recurrence of high water. Its employes number more than 1500 men.

The employes have been engaged all night in the construction of a wing dam around the smelter. Preparations have also been made to dynamite the dam at Great Falls from which the smelter secures its power, and this may be done as a last resort.

It is believed that the flood will reach the city by daylight and that the lowlands of the town will be submerged before noon.

Craig, Mont., probably has been wiped off the map, although as far as is shown, all of the 400 inhabitants escaped. Cascade, a town of 400 population, 69 miles from Helena and 23 miles north of Craig, is now under water, and in danger of being swept away.

A relief train and inspection party is scheduled to leave Great Falls at 3 o'clock this morning to investigate the situation. Thus far no loss of life has been reported although the river is thickly strewn with the debris of ranch houses and haystacks, among which many animals are battling for their lives. Officials of the company announce their intention of beginning the rebuilding of the structure at once and have made plans to supply their customers with power until the work is completed. Because of the fact that the Wisconsin Bridge & Iron Company of Milwaukee had not yet been released from its bond for the construction work, it is said that this firm will be held responsible for any litigation to recover damages which may arise. The loss to the power company, according to H. Grey, manager of the local, will reach from \$300,000 to \$350,000.

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THE VALUE OF PERSONAL KNOWLEDGE

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A Knowledge of Forms, Knowledge of Functions and Knowledge of Products are all of the utmost value and in questions of life and health when a true and wholesome remedy is desired it should be remembered that Syrup of Figs and Elixir of Senna, manufactured by the California Fig Syrup Co., is an ethical product which has met with the approval of the most eminent physicians and gives universal satisfaction, because it is a remedy of

Known Quality, Known Excellence and Known Component Parts and has won the valuable patronage of millions of the Well Informed of the world, who know of their own personal knowledge and from actual use that it is the first and best of family laxatives, for which no extravagant or unreasonable claims are made.

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REQUEST REFUSED.

Motor Boat Race for Harmsworth Cup Will Not Change Date.

NEW YORK, April 15.—Postponement of one month of the International Motor boat race for the Harmsworth Cup, requested by the Motor Yacht Club of Great British was refused last night at a meeting of the Motor Boat Club of America, held at the Waldorf Astoria. The refusal was based upon the fact that all arrangements for the regatta week at Huntington Harbor have been completed and that the date originally set, August 1, was accepted by the British yachtsmen some time ago.

Announcement was made of the formation of the proposed syndicate among wealthy owners of the club and several motor boat enthusiasts outside of it, for the building of the best possible defending boat. The sum of \$20,000, if necessary, will be

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