

ENGLAND HONORS CLEMENS

Mark Twain Jollies the King and Offers to Buy Windsor Castle

Mark Twain renewed his acquaintance with King Edward last Saturday. The first time he "met" the King was when, he really did not meet him and when the King was not the King at all. Today the humorist met the monarch at the Windsor Castle Garden party to which Mark Twain was invited immediately on his arrival in England. When Twain drove up the Castle hill from Windsor station with Hennicker Heaton, the crowds on the sidewalk cheered the humorist more heartily than they did Ellen Terry and her new husband, who followed in the carriage immediately behind.

Proudest Day of His Life.
Of eight thousand guests who had been commanded to attend the King's garden party, Clemens attracted the most attention, altogether eclipsing the little brown man who is the King of Siam. Mark Twain capitulated to the Lord Chamberlain's sartorial rule. He wore a frock coat and a silk hat.

The King and other members of the royal family made much of the American humorist. Siam's little King would have been jealous could he have understood the reasons why England's King preferred to talk to the American king of humor than to him. Clemens himself seemed to appreciate the fact it was a great day for him, as well as for King Edward. He said tonight:

"This has been one of the proudest days of my life."

Clemens said this without smiling, because chatting with royalty is not a novel a thing for him as for the tuft-hunting American ambassadors.

While the king and queen had to devote some attention to their eight thousand guests, nevertheless Mark Twain secured half an hour of their attention. Just what he said to them and what they said to him nobody knows but that famous trio.

Humorist Describes Event.
Clemens tonight dictated his version of the audience and insisted that none other should be cabled to America. He said:

"Although Twain did not say so, he amused the King and Queen for both could be seen laughing frequently while the humorist was with them. When Twain arrived at Windsor Ambassador Reid took charge of him, shining in the glory reflected from America's great humorist. Twain met Premier Bannerman and chaffed him about Oxford's degrees, because Bannerman is to be honored with Twain on Wednesday.

"When Twain encountered Ellen Terry the spectators thought the couple would embrace and kiss. They compromised by shaking both hands. After handshaking all the most famous men in England, Ambassador Reid conducted Twain to the marquee where he presented him to the King and Queen. The widow of President Harrison was presented at the same time.

Wanted to Buy Windsor Castle.
"The King was seen to laugh uproariously at something Twain said. Twain tonight modestly admitted that his chief jest was an offer to buy Windsor Castle. After leaving the King and Queen Twain was escorted to the Indian marquee where he was presented to the little King of Siam. The latter was unaccompanied by any of his eighty wives, therefore Twain cracked no jokes about the advantages of single blessedness.

"Mr. Reid had no opportunity of presenting the King's brother, the Duke of Connaught, to Twain for the duke waiving ceremony, introduced himself and his son, Prince Arthur of Connaught. Mr. Reid seemed surprised at the duke's democracy. Prince Arthur chatted and chaffed Twain about his spell-binding, saying he was not a success as a spell-binder. Twain promptly offered to take on all the prince's oratorical engagements.

"Lipton took Twain away after the party, driving him in a motor to the humorist's hotel. Tonight Twain is wondering whether the King was the hero of the garden party of Twain. The letter certainly attracted more attention than England's and Siam's kings."

Colic and Diarrhoea.

Pains in the stomach, colic and diarrhoea are quickly relieved by the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy. For sale by Dr. Ross's drug store.

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Nature's Gift from the Sunny South

A New House Fuel Invented.

A good deal of interest has been centered in "coalite," and numbers have eled at the exhibition of it in Newcastle to see this coalite burning in the grate and hear about its remarkable properties as a house fuel. It is a bright, hard substance, very similar in appearance to the best coke, and in burning it makes no smoke and gives off, it is claimed, something like twice the heat of coal, while a coalite fire lasts 40 per cent longer than an ordinary coal fire. This coalite is produced by a process similar to that employed by the gas companies for its production of coke. In the case of the gas companies, coal is treated at a high temperature, the gas and by-products being collected and the residue being coke, but by the coalite process the coal is treated at a much lower temperature, with the result that the gas obtained is much richer. The residue, instead of being coke is coalite, which can be easily lighted, and burns with great steadiness and economy.

For household purposes, it appears to have a special value, in virtue of its cleanliness and its heating power. This is now fully recognized in London, where the prospect of abating the smoke and fog nuisance is hailed with no small satisfaction. The King has been impressed with its qualities and instructions have been given at Buckingham Palace to have the cellars swept clear of all coal and nothing but coalite put there for the future. Out of a ton of coal about 70 per cent of coalite is extracted, but its calorific power being much greater, the ton may be said to have suffered no loss on value, while at the same time the gas and vast range of by-products have been extracted.

The intention is to bring out a company in the course of a week or two, which will erect works at Barking, near London, and will possess rights for Great Britain. The new works are to be capable of carbonizing some 3,000,000 tons annually. The process, moreover, can be applied to all bituminous coals. Contracts have already been entered into with the leading coal merchants for the sale of over 2,000,000 tons of coalite per annum for consumption in London only.—Consular Report.

Railroad Development in South America.

There is today just one route across the South American continent from east to west which the traveler can take without resorting to mule-back journeys for long distances. That is the route from Valparaiso to Buenos Ayres, which can, except in winter time, be covered by railroad and stage, the railroads at the ends and the stage route, of course, over the mountain passes. Two days will suffice for the 900-mile trip, but at that it is not without its discomforts and even perils.

Before many years have passed, however, it is predicted that there will be at least three railroads across the Andes, one of them being trans-

continental, the others connecting with steamers on the Amazon or its tributaries. The line that now runs from Valparaiso to Juncal is to be extended through a long tunnel, which in five or ten years will be finished, and it will connect with an Argentine road at Mendoza.

In Peru there are three roads which now cross the western Cordillera, besides others which penetrate it, and all of these three are in course of extension, two of them on plains which will bring them to tributaries of the Amazon. As compared with the short journey across the continent further south the Peruvian lines, even when completed, will offer the traveler a very long journey. The remarkable Central Peruvian road, which rises 6000 feet in fifty miles from its terminus, Callao, and crosses the eastern range at an elevation of 15,665 feet will in no great time be ready to carry passengers to the Ucayali river. Even then, however, there is an 800-mile river journey ahead before the traveler reaches Yquitos, the head of navigation for ocean-going vessels on the Amazon, and that place is 2000 miles from the Atlantic. Another trans-Andean road, further to the north, will greatly shorten the journey, but it will be much longer in construction.

The greater the railroad development in South America the greater will be the territory to which American manufacturers may look for the sale of their products, and the greater incidentally becomes the need of better ocean lines on both east and west coasts between North and South American ports. The wretched steamboat service of the present probably marks the one point at which American enterprise has been least in evidence.—Chicago Record-Herald.

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