

VICTORIA CELEBRATION

London Extends a Royal Welcome to the Queen.

SPECTATORS FILL THE STREETS.

Diamond Jubilee Parade a Glistening Success—Many Hold Positions in the Street All Night in Order to See the Marching Thousands.

LONDON, June 21.—London, at all times the most crowded city in the land, has been taken possession of by a concourse of people that fills the city to overflowing.

The city is full of strangers and more coming. Every incoming train is crowded with visitors to the great diamond jubilee.

LEAVES WINDSOR.

Great Crowds Gather at an Early Hour at the Railway Station.

At 6 o'clock the short route leading from the castle to the Great Western railway was lined with people waiting to see the queen start.

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ARRIVAL AT LONDON.

Paddington Station Resplendent With Colors and Decorations.

Paddington station was transformed on the "up side" into a hall of resplendent crimson, garlanded with fringed gold and fragrant with the odors of innumerable blossoms.

JUBILEE PARADE.

Witnessed by Many People—Grand and Glistening Success.

LONDON, June 22.—Even old timers in London are surprised at the number of people who have flocked to the city for the jubilee week festivities.

All nations are represented. Turks, old in their picturesque costumes; East Indians, arrayed in brilliant colors; Japanese and Chinamen mingling with the holiday crowd.

Through Burton's gate the queen passed on to the garden entrance, followed by the cheers of the crowd, which continued until the gates had shut her majesty from view.

After a short rest the queen received the imperial and royal envoys in the throne room.

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See celebration will be the formation of a museum of the wonderful treasures of Windsor Castle.

Among the paintings are 22 of the finest works of Van Dyke.

The queen has been in receipt of numerous presents, the most interesting, perhaps, being the magnificent set of emeralds sent by the czar and zarina.

Her majesty stands the fatigue of jubilee week remarkably well.

Many Secured Points of Vantage Early and Endured a Tedious Waiting.

As the last stroke of 12 died away on the cool midnight breeze from hundreds of steeples there rang out in a tumultuous peal the great jubilee bell.

Some had provided themselves with camp stools, some at curbside, leaning in doorways or angles of buildings.

Many whiled away the tedious waiting by jolting their neighbors, singing songs once in a while letting go of a cheer.

At about 1 o'clock the roads were freshly gravelled and then came the police, about 8,000 being distributed along the line of march.

Then came trouble for the police. Holders of seats were permitted to drive to their seats in a column.

Those who reached their places early were a wise lot, for the late comers had to push and struggle, much to the disparagement of politeness.

Decorations are on a lavish scale. Not in the rich West End alone are they to be found.

The queen, riding in the same coach that she used in the celebration of 1837, with the top thrown open, was preceded by the lord mayor.

A large body of home and colonial troops followed, the colonial troops forming the queen's escort.

It is estimated that there are 30,000 in line, and it will be long after dark before the weary and footsore marchers have passed the finishing point.

LONDON AT NIGHT.

LONDON, June 22.—With the coming of night the crowds which had gathered out of the processional streets for the great show wedged back again to view London alight.

The symbols of loyalty and affection, of imperial grandeur, and the growth of the empire that had met the eye in painted and gilded mottoes, devices of paper and bunting and spangled cloth were now reflected for miles in lines of flaring glass, glowing with lamps, opal globes, paper lanterns and transparencies, incandescent lamps, celluloid flowers and hundreds of

decorated in scarlet and gold, blooming flowers and tall, beautiful palms, swaying in the light breeze, was a sight once seen never to be forgotten.

Drawn up close to the entrance door was the "Queen's train"—used this day for the first time. Driving the train was the engine "Queen Empress," fancifully painted and decked out with gold leaf, carrying the royal arms emblazoned in gold and colors in front and royal heraldic devices over the splash boards of the driving wheels.

For almost the entire distance between Windsor and Paddington station the train passed between scattered groups of people eager to catch a glimpse of their beloved queen.

Every station along the line is resplendent with decorations. The railway employees stood at the salute, and the platforms were crowded with a struggling, cheering crowd.

Witnessed by Many People—Grand and Glistening Success.

Everywhere was brilliancy, sparkle, color, at many points dazzling radiancy under the mild summer sky.

As was the case with the draperies the decorations by the route taken by her majesty in the morning, and may be said to have begun at Hyde park corner.

Leaving the park the first notable illumination was that of the Bachelors' club, where a large medallion surmounted by a crown, the center bearing the "V. R. I." all in gold and colored crystal with in the embossed words "God Save the Queen" marked the front of the club.

There was a pretty sight on Constitution hill, near the palace, where, on the grand stands used to view the procession, there were four children from the board school, Church of England schools Wesleyan schools, Catholic schools and Jewish schools, who were inspected by her majesty.

On the arrival of the queen the children joined in singing the national anthem, led by a band with a heartiness and freshness never surpassed up to the present.

There was a tremendous outburst of cheering as the queen left.

On the route the royal party made stops at Slough, Eton college and Windsor, where they were received by the local authorities with impressive formalities.

The train was in charge of James Daley, conductor, and J. F. Burke, engineer, and was going at the rate of about 10 miles an hour.

The team was owned by Frank Russell, who was driving and he maintains that he heard no warning.

Ladies' Aid Society Elects Officers.

ATBURN, N. Y., June 24.—Benjamin Newhouse, aged 81, a farmer who lived at Wright Settlement, near this city, went to work in his cornfield.

Five Shocks Were Necessary—Flesh Was Badly Scorched.

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YALE'S CREW WON.

Two Lengths to the Good Over Harvard and Cornell.

POUGHKEEPSIE, N. Y., June 24.—Three crews of "freshies" on the Hudson last evening at 7 10 o'clock smashed to smithereens all previous records for freshmen on a 2-mile course, and put up one of the hottest races ever witnessed in intercollegiate racing in this country.

While the conditions here are better for fast time than they are upon the sluggish and shallow water of the Thames and while therefore some allowance should be made for the much better exhibition, it is nevertheless considered that this race was a very remarkable one.

The victory is looked upon by the crowds here as being in some measure indicative of the result of tomorrow's big varsity race.

It is not contended that the order of finish will be the same for Mr. Lehmann of Harvard has all along said that his freshmen had been badly neglected, and could not be looked upon as a representative freshman crew.

The chances, therefore, as picked out now are that the order of tomorrow's finish is liable to be Harvard, Yale, Cornell.

CAUGHT AT THE CROSSING.

Engine Strikes a Wagon Containing Seven Persons—Two Will Die.

WALLINGFORD, Conn., June 24.—A hay wagon containing two men and five children was struck at the Ward street crossing by the New York, New Haven and Hartford railroad by southbound freight train No. 72 which resulted in fatal injuries to two persons and serious injuries to five others.

The team was owned by Frank Russell, who was driving and he maintains that he heard no warning.

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POINTED PARAGRAPHS

Culled From Dispatches From Both Hemispheres.

SEVEN DAYS' NEWS IN BRIEF.

A General Resume of the Leading News of the Day, Prepared in a Suitable Form for the Reader Whose Leisure Time is Limited.

The big ferry steamer International of the Canadian Pacific and Bessener Transfer company was burned at its dock in Prescott, N. Y.

Putrid dysentery is making havoc among the troops in Santiago de Cuba. Medical Inspector Dr. Justo Martinez will shortly sail for Santiago with 800 men.

It is reported in Athens that Emperor William has sent a telegram to the sultan requesting him to take measures for the speedy evacuation of Thessaly.

During a volunteer parade at Liverpool the crowd which numbered 100,000 at least overcame the handful of police who were keeping order.

Mrs. Magpie Hayes of Buffalo, aged 30 years, while temporarily insane, attempted to commit suicide by cutting her throat.

George Hurd, aged 23, of Wellsville, N. Y., fell from the third story window of the Hotel Snyder in Olean and received injuries from which he died.

Grover Cleveland in an interview is quoted as favoring a Democrat for mayor of New York on a home rule platform.

Rev. William S. Bell, pastor of the Presbyterian church at Edglington, Ont., fell dead at his residence while conducting family worship.

A crowd of three hundred infuriated Russian peasants savagely lynched one Dudnik a murderer, who was being conveyed by the police from Novgorod to Kherson.

C. H. Anderson of the Arapahoe Wheel club of Denver, Colo., has lowered the record for 100 miles from 9:31 to 9:30.

The former record was made by A. L. Hachenberger last year and has withstood many efforts to break it.

Sir Julian Pauncefote, the British ambassador to the United States, is booked to sail for England on the steamship St. Louis from New York.

At Cabanas fortress in Havana, Cuba, soldiers of arms and Antonio Jordan were shot.

Lieutenant Colonel E. P. Cottle of the Seventy-fourth regiment, Buffalo, mustered out the Twenty-sixth Separate company of Engineers.

Henrietta Brown of Buffalo has filed a claim against the state of New York for \$2,770 for personal injuries received on Oct. 31, 1903, by being thrown upon the sidewalk by a police officer of that city.

The big south works of the Lackawanna Iron and Steel company at Soranet, Pa., has been forced to close and about 2,000 men are out of employment.

Samuel J. Casey, superintendent of post-office substitution D of Brooklyn, committed suicide by taking carbolic acid. He was \$600 short in his accounts with the government.

A building at the Brooklyn navy yard, occupied mainly by the ordnance department, was partly destroyed by fire.

At New York city Judge Newburger suspended sentence in the case of Frederick de la Tour Booth-Tucker, commander of the Salvation Army in the United States.

At Chicago Albert E. Elston, paymaster for the E. E. Ayer Post and T. Co. company was attacked by four robbers on the prairie near Leavitt and Twenty-ninth streets.

The Ohio Republican state convention assembled at Toledo. There was no opposition to the endorsement of Senator Hanna for both the long and the short terms as United States senator.

BOILER EXPLODED

Three Men Seriously Injured by Escaping Steam.

BUFFALO, June 21.—One of the boilers in the basement of the Brozel House blew up four men who were in the basement at the time ran and hid in a coal bin, but not in time to prevent three of them from being badly scalded.

The injured are: James Martin, fireman, badly scalded all over; not expected to live.

Thomas Smith, engineer, scalded about face, neck, feet and ankles; will recover.

Albert Tracer, assistant engineer, scalded about face, hands and forearms; his condition is not as serious as that of the others.

See Brush Wins the Suburban.

NEW YORK, June 21.—At last a Dwyer has won one of the big races. The Dwyers tried for years together and were beaten time and again, and then tried separately after dissolving partnership.

Rescued the Survivors.

FATHER POINT, Que., June 24.—Captain Nash of the Furness line steamship City of Antwerp reports that he has on board 12 seamen of the Norwegian bark Magruid, Captain Tellefsen, from Philadelphia for Quebec, with a cargo of coal.

Burial of Barney Barnato.

LONDON, June 21.—The interment of the late Barney Barnato, the South African "diamond king," took place at the Jewish cemetery in Willadon.

Governor Brady of Alaska.

WASHINGTON, June 21.—The senate confirmed the nomination of John G. Brady of Sitka, Alaska, to be governor of Alaska.

THE MARKETS.

New York Money Market.

Money on call, 10 1/2 per cent.

Prime mercantile paper, 3 1/2 per cent.

Stocks—Closing prices. Actual business in banking bills, 100 days, 100 days, 100 days, 100 days.

Commodity Market.

WHEAT—No. 1 hard, 78 1/2c.

NEW YORK PRODUCE MARKET.

FLOUR—City mills patent, 4.00c.

CORNMEAL—Yellow western, coarse, 50c.

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