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A GRAPHIC DESCRIPTION OF VOLTURNO DISASTER

The Passengers on Assisting Liners Tell of Fearful Scenes.

BOATS TRIED ALL NIGHT TO RESCUE.

Impossible to Send Life Boats to Burning Steamer Until Hundreds of Tons of Oil were Poured on Angry Waves.

Fishguard, Oct. 13.—The first intimation received by the passengers of the Carmania that anything unusual had happened was while they were at breakfast on Thursday when the continuous breaking of green seas on the decks above them and the plunging of the vessel indicated that the Carmania course had been changed and that she was speeding in the face of a gale.

Immediately on the receipt of the "S. O. S." signal, Captain Barr double manned the stoke-holds and the Carmania was soon travelling at such a speed as she seldom attained since her trial trips.

The first lifeboat launched by the Carmania after she arrived in the vicinity of the Volturno fought the seas for three and a half hours, according to the spectators, only the use of sea anchors and the magnificent seamanship of First Officer Gardiner saved the craft and its crew from certain destruction.

As the senior officer present, Captain Barr took command of the rescue operations, he directed the smaller vessels to stand close in as they ran less risk than the Carmania, and he had rigged by his crew additional searchlights with which the whole scene was kept vividly illuminated.

The absence of more survivors on board the Carmania is explained by the fact that as many as possible were placed on westbound vessels.

Five Ships at Scene.

A wireless despatch received here from the operator on La Touraine says that when that vessel arrived, five steamers were making unsuccessful attempts to take off the Volturno's passengers and crew. The sea was then moderating and two of La Touraine's boats were launched and got alongside the burning steamer. Each boat came back full of passengers.

During the night the officers of La Touraine report that many of the Volturno's passengers were drowned through jumping into the sea, while others jumped into the boats and injured themselves. La Touraine saved altogether thirty-nine passengers and three of the crew.

Mr. Mansfield, of New York, a passenger on the Carmania, said the people on board the Volturno seemed to be paralyzed and helpless. "They made no effort to seize the lines of the rafts thrown to them," he said. "I saw one man kiss his wife and children and throw them overboard. He jumped after them. They were seen for only a moment and then disappeared together.

"It was an awful sight to see the vessel burning with so many people on board. The fire is believed to have started owing to the cottonseed oil in the cargo becoming ignited."

T. W. Duller, of New York, describing how the passengers were saved, said that ropes were cast from the lifeboats to the Volturno and the passengers were made fast to these and slung overboard. He continued:

"I saw no panic. The passengers of the Volturno were all wearing lifebelts and seemed to be quiet.

"I saw rowboats floating, bottom up."

"These two probably were the boats safely launched and afterward reported missing."

A subscription was made on board the Carmania amounting to over $500. Part of it was distributed between Heighway, the seaman who rescued Walter Trintepohl, and Garvey, another of the Carmania's crew, the remainder of the amount being retained for the purchase of a momento for First Officer Gardiner in recognition of his heroism.

At about seven o'clock in the evening Capt. Inch of the Volturno succeeded in lowering a boat in charge of the second officer and a crew of four men with the intention of taking a line to the Grosser Kurfurst.

The small boat after a desperate struggle reached the German liner's side only to be dashed to pieces. Its occupants, however, managed to seize lines thrown out by the German sailors and were thus saved.

Near half past nine at night the sky was suddenly illuminated with a lurid glare as the flames burst through another part of the Volturno. Capt. Inch then sent a last despairing appeal and twenty minutes later there occurred a terrific explosion which to the helpless thousands of spectators on board the surrounding vessels seemed to seal the doom of those on the stricken ship.

After describing the rescue of the German, Walter Trintepohl, the only survivor taken on board the Carmania, the bulletin proceeds that the hope of saving any more of those on board the Volturno had been almost abandoned when the sea suddenly moderated and the fleet of rescuing ships was able to get away a number of lifeboats and take off all the survivors.

Captain Inch left his vessel at eight o'clock on Friday morning carrying with him all the ship's papers.

"I will be up with the milk in the morning," was the cheerful reply radiographed by Commander Harwood of the Anglo-American oil steamer Narragansett to the Carmania's call for help. As soon as Capt. Barr of the Cunard steamer realized the situ-

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WILD WOMEN THREATEN TO GET REVENGE

Suffragettes Mean to Get Vote Even if they Bombard Home Office and Camp on McKenna's Steps.

London, Oct. 13.—"Every effort will be made to call attention of the notables at the royal wedding on Wednesday to tortures which the women of England have suffered for the enfranchisement of their sex." In these words the militant suffragettes at a meeting tonight promised to take advantage of the wedding of Prince Arthur of Connaught and the Duchess of Fife "for the good of the cause."

Miss Annie Kenn, one of the noted leaders of the militants, who has been on hunger strike since her arrest on October 6, was released tonight after threats had been made at a meeting of the militants in the afternoon that if she were not freed, the militants would bombard the Home Office and camp on the Rt. Hon. Reginald McKenna's front steps until they could find some way of getting at him.

Miss Kenny was released from prison after a hunger strike two months ago. She was undergoing a term of 18 months' imprisonment for conspiracy, having been sentenced on June 17.

MORE CARE IN SELECTION OF NEW SETTLERS

Meeting at Gagetown Desires to Point Lesson from Case of Mrs. Penery—Victim May Die.

Special to The Standard.

Gagetown, Oct. 13.—That more care should be taken by the government in the selection of immigrants brought into Canada, was the opinion of those present at an indignation meeting here tonight when matters connected with the assault committed upon Mrs. Penery, by a young Scotchman here, several days ago, were discussed. It was decided to ask the immigration department to exercise more care in the selection of persons permitted to enter Canada.

Mrs. Penery, whose husband was formerly a ship broker in St. John, is still in a critical condition and her recovery is doubtful. She is suffering from broken ribs, a dislocated shoulder and other serious injuries.

PREPARING AT HALIFAX FOR THE MAIL STEAMERS

Andrew Allan and I. C. R. Officials Inspect Terminals and Get Ready for Empress Steamers.

Halifax, Oct. 13.—Andrew A. Allan, of the Allan Line, Montreal, arrived in the city last night, and today accompanied by Messrs. Gutelius, Brady and Hayes, (general traffic manager), inspected the piers at the terminals, and decided to occupy the north side of pier 2 and the north and south sides of pier 3 for the Allan liners Alsatian and Calgarian and the two C. P. R. Empresses during the winter season. The new pier will probably be used by the Royal liners and other steamers coming here during the season. The officials say that they will be in a position to accommodate all steamers coming here this season.

PROBE THE AGREEMENT AND IMPROVE THE PORT, DECISION OF MEETING

Agreement Between I. C. R. and C.P.R. to Go to Experts for Full Analysis.

THE SENSE OF ST. JOHN SHOWN LAST EVENING

Mass Meeting to Hear Report of Montreal Delegation Calm and Moderate in Tone But Determined this City Shall Have Fair Play.

At a great mass meeting of citizens held in the Nickel Theatre last evening a resolution was adopted calling upon the government to withhold ratification of the agreement between the C. P. R., and I. C. R. manager until it had a board experts or the Railway Commission pass judgment on the question of whether the agreement discriminates against St. John, and also a resolution urging the government to hasten the work of harbor development here, so that next winter there may be no complaint about inadequate accommodation. In spite of the rain the theatre was crowded before eight o'clock and policemen had to be placed at the doors to keep out hundreds seeking admission.

While there was not the same feeling of tension about last night's gathering as at the first meeting of protest, it was larger and quite as unanimous in regard to the general question of the welfare of the port.

Mayor Frink and other speakers expressed confidence in the willingness of the government to annul the agreement between the C. P. R., and the I. C. R., if it was declared by competent authorities to be unfair and discriminatory, and at the same time vigorously voiced their own convictions that the agreement was unfair. Very little new information was laid before the meeting except authoritative announcement of the fact that a high official of the C. P. R. had told a Board of Trade delegation last April that the Empresses would not come to St. John this winter, and the further fact that last December the Dominion Coal Company was notified to make arrangements to coal the Empress boats at Halifax this winter.

After opening the meeting, J. M. Robinson, president of the Board of Trade, briefly reviewed the work of the delegation which interviewed the government and the head of the C. P. R., and commended the enthusiasm with which various members of the delegation addressed themselves to the task that had been imposed upon them.

Senator Thorne followed in a brief speech, telling about the delegation's reception and pointing out that all the information available led to the belief that Mr. Gutelius had entered into an agreement with the C. P. R. without the knowledge of the government, and expresses his confidence in the willingness of the government to revoke the agreement if it should be declared discriminatory by an independent body of experts. Personally he felt the agreement was very unfair to St. John, as it granted the C. P. R. rates that were out of all relation to what the local people had to pay on traffic, but the question of making St. John the terminal of the mail steamers was one in which all Canada was interested and that from the government point of view would have to be dealt with as a national question. St. John could afford to rest its case on that basis, as there could be no doubt of its superior advantages, for without a special agreement, which evidently involved discrimination against St. John, the C. P. R. would not have gone to Halifax.

A Demand for Aanalysis

W. H. Barnaby, the next speaker, expressed his conviction that the agreement between the railways was unfair to the port of St. John, and moved the following resolution:

"Whereas the report of the delegation representing the City of Saint John in the matter of the withdrawal of the Empress steamships from this port has been made to this public meeting of the citizens of St. John by the president of the Board of Trade, Mr. J. M. Robinson who has also informed the meeting that he has been advised by the Hon. J. D. Hazen that while Mr. F. P. Gutelius had full authority to negotiate and make the agreement with the C. P. R. yet the formal contract must be submitted to and be approved by the Minister of Railways;

"And whereas this city has so far had nothing further than the statement of Sir Thos. Shaughnessy that the proposed traffic agreement is fair and just and such as would ordinarily be entered into between private railways;

"And whereas the proposed arrangement appears to discriminate against the City of St. John and in favor of the City of Halifax to such an extent as to render it imperatively necessary that the rates provided by said agreement shall be reported upon by an independent traffic expert;

"Therefore resolved that in justice to the Port of St. John this meeting request the Hon. Frank Cochrane, Minister of Railways and Canals, to withhold his sanction and approval from the proposed agreement until after an examination of the same shall have been made by an independent traffic expert or experts, and

"Further resolved that in case, upon such examinations, it shall be found that the rates proposed will in any sense discriminate against the interests of the Port of Saint John that such approval be absolutely refused.

"And further resolved that the government be also requested to obtain such examination either by the traffic officers of the Railway Commission or by some other expert, so independent as to command the confidence of this community,

"And further resolved that copies of this resolution be forwarded to Right Hon. R. L. Borden, Hon. J. D. Hazen and Hon. Frank Cochrane."

Seconded by A. O. Skinner.

A. O. Skinner, in seconding the motion, said the Dominion government had the power to say whether the agreement should stand. The whole question boiled down to a matter between the government and the C.P.R. Mr. Borden had said the rates must be ratified by the Minister of Railways before they came operative.

Sir Thomas Shaughnessy had said the C. P. R. could not find satisfactory accommodation for the Empress boats here, but considering how much the citizens of St. John had done to provide accommodation for the C.P.R. here, it would have been better to take off three or four cargo boats.

If we had the mail boats we would have the prestige of delivering the mails in upper Canada twelve hours quicker than it can be done by way of Halifax.

It is a question, concluded Mr. Skinner, of whether the C. P. R. or Mr. Gutelius will rule us.

Mr. Pidgeon's Version.

D. F. Pidgeon, the next speaker, said the delegation had put in a good deal of hard work, but had nothing to report in the way of success. He did not agree with previous speakers that Mr. Borden had promised that there would be no discrimination. He had asked Mr. Borden the question, whether the agreement would be revoked if it was shown that the rates were discriminatory against St. John, and his impression was that Mr. Borden's reply did not commit him one way or the other, though it might be expected that the man at the head of affairs in this country would promise that no city should be discriminated against.

The interview with Sir Thomas Shaughnessy was a last desperate resort, something of which the delegation did feel proud of. They did not like the idea of having to go to him and ask the return of the Empresses as a gift, when they had expected to get justice.

"It is quite as much a quarrel with the C. P. R. as with the government," said Mr. Pidgeon. "Sir Thomas said we did not have adequate facilities here. But up to the time of the agreement with Mr. Gutelius the facilities were adequate enough to advertise the sailing of the big mail boats to St. John. The head of the C. P. R. made the statement that the freight traffic was increasing enormously, but the increase will not be as great as predicted. We can't accept the bald statement from the head of the C. P. R.

"It is in the power of the government to annul the agreement if, as stated it is subject to the approval of the Minister of Railways, and I am strongly in favor of this resolution and hope it will force the hands of the government.

"It might be possible that the agreement is not discriminatory, but hardly probable. Under it the I. C. R. will haul flour for the C. P. R. from St John to Halifax for 60 cents a ton; the C. P. R. charges 60 cents a ton to haul flour from East St. John to West St. John. The I. C. R. will haul twelve cars, capable of carrying 768 passengers, between St. John and Halifax for a maximum charge of $300; where the I. C. R. gets 40 cents a passenger the C. P. R. charges $5.00.

The maximum charge per passenger under this agreement is $1.50.

These facts disprove the statement of Sir Thomas that the agreement is such as any railway would accept.

Among private roads such an agreement would be subject to the approval of the railway commission, but the I. C. R. is outside its jurisdiction.

In conclusion, Mr. Pidgeon declared that if the government realized what was the proper way to handle the I. C. R., it would place it in charge of a Minister from the Maritime Provinces, and place the government road under the jurisdiction of the railway commission.

The Premier's Promise.

Mayor Frink, the next speaker, declared that in his view the Prime Minister had stated that there would be no discrimination against the port of St. John, though he did not commit himself in regard to the Gutelius agreement one way or another.

When they saw the head of the C. P. R. the only thing they got was advice to get ready for increasing traxic. Sir Thomas's statement that the C. P. R. only went to Halifax by grace of the I. C. R., was significant. The government owned the railway and had the power to annul the agreement if the rates were discriminatory.

The question of increased facilities was dwelt on largely by Sir Thomas. Asked why two of the big mail boats were not sent to St. John and two to Halifax he stated that in that event two separate organizations for victualling, laundrying and other work would have to be maintained, and advertising would have to be done all over the world, involving extra cost and complications.

This answer was not satisfactory, though it could be readily understood that dividing the boats between St. John and Halifax would involve some extra expense.

Sir Thomas also stated that so far as the C. P. R. was concerned they only wanted one port. But if they brought the mail steamers here they would have to cut out some of the freight boats, and this would disarrange their business connections and they would lose much of the traffic they had tried to build up for the port of St. John. When asked if he thought the traffic would go to Boston, Sir Thomas said: "You cannot put words in my mouth."

His Worship said it was well known that the C. P. R. had terminals at Boston and that it was a shorter haul there Sir Thomas had stated that the arrangement to send the mail boats to Halifax was only temporary, but there was a strong feeling that it would be hard to disturb the agreement with the I. C. R. once it went into effect.

In conclusion the Mayor said he felt the resolution went far enough, that he placed confidence in the words of the Prime Minister that there would be no unfair discrimination and that the government being composed of honorable men would select a board of experts upon whose judgment the people could rely.

R. H. Bruce said that they were moving to place the matter in the hands of unknown experts, that the government was not an uninterested party, and that one expert should be chosen by St. John.

Senator Daniel.

Senator Daniel said St. John was not the only constituency in Canada, and if we want support we must stand in a solid and equitable position If it were shown by disinterested experts that the agreement is not equitable, then our position will be supported by the country. We did not want to place ourselves in the position of judge and jury and also supply all the evidence. The resolution fully met the situation by providing for a submission of the matter to the Railway Commission or independent experts.

"It had been pointed out that while the Empresses had come here ever since they went into commission, we had never before had mail boats coming directly here. This year, however, we would have the Virginian and Victorian landing mails here direct. We don't want to hide our advantages. Not only are we to get two mail boats, we will have more sailings here this winter than last, according to information given us in Montreal."

More Information Needed.

L. P. D. Tilley said there was need of fuller explanation of the unfortunate occurrence in the history of St. John. It was peculiar that the C. P. R. which had done so much to upbuild Canada and St. John should have taken this action. It had been intimated that the C. P. R. had informed a Board of Trade delegation last spring that the Empress boats would not come to St. John this winter. "But why had the company issued a schedule advertising the sailings of the Empress boats from St. John this winter? My version is they knew that as soon as it was advertised that St. John would get the four boats Halifax and Nova Scotia would be up in arms and pressure would be brought to bear upon the government to induce it to give the C. P. R. which had done so much to upbuild years, special concessions on the I. C. R. In sporting parlance the C. P. R. put one over on the government and St. John. Mr. Hazen stated that he knew nothing of this transaction, and there is no reason to doubt. An unfair advantage has been taken of our representative and our city."

Mr. Tilley agreed with the resolution because he believed investigation would show the agreement was not one that would be entered into by two private roads, but an agreement involving discrimination against St. John. The government should be requested to hold its hands and see that no injustice to St. John, and to that end the citizens should stand together irrespective of politics.

"Supposing the I. C. R. carried a train load of 800 passengers for the C. P. R. Two hundred first class passengers at $2 apiece and 600 second class at $1.50 would mean $1,300 for the C. P. R. All the I. C. R. would get would be $300."

A Voice—"A loss of $1,000 to the people's road."

Mr. Tilley said the agreement would strike the ordinary mind as peculiar. In conclusion he urged the need of additional accommodation and that the citizens should stand together.

F. L. Potts said the resolution should ask tho government to submit the matter to the Railway Commission. He remarked that the C. P. R. has taken everything it could get on the West Side at the expense of the citizens and should show more consideration for the port. If the government had any authority it would not let a man who did not know the Maritime Provinces step down here and give the C. P. R. what it had wanted for thirty years.

Government Not Informed.

H. A. Powell said that after consultation with Mr. Borden, Mr. Hazen and Mr. Reid, the acting minister of railways, he was firmly convinced that the agreement had been undertaken without their knowledge by Mr. Gutelius——

A Voice—"A former employe of the C. P. R."

"This matter must be fought out with two bodies, the C. P. R. and Halifax," added Mr. Powell.

A Voice—"And the whole Dominion of Canada."

Mr. Powell recalled that when it was proposed to run the Transcontinental to Moncton, he opposed that policy, though a candidate in Westmorland, because he felt the whole country, as well as St. John, was being unfairly treated. The strategical importance of St. John's geographical position has been sacrificed for twenty-five years, he added, and went on to condemn the former agreement giving the C. P. R. the right to run a train a day to Halifax, saying it had cost the country $300,000 a year. In conclusion he said the delegation should be congratulated on the way it had fought for St. John, and urged the importance of putting the interests of the port and country above politics.

Interesting Discussion.

R. H. Bruce asked the mover and seconder of the resolution to consent to the incorporation of his suggestion that St. John have a voice in the selection of the experts.

"Question," called the audience.

The chairman called for a vote, and was anawered by a few ayes and a chorus of nayes, much to the amusement of the audience.

The chairman somewhat taken aback—"Gentlemen have you understood the resolution?"

Voices—"Read it."

The chairman then read the resolution of Mr. Barnaby, whereupon R. H. Bruce rose and mover in amendment

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NEW CHINESE WARSHIP IS A BIG SUCCESS

Speed of Gun and Torpedo Trials Meet all Requirements—Built by New York Company.

Philadelphia, Oct. 13.—The speed, gun and torpedo trials of the practice cruiser "Foi Hung," off the Delaware Capes, during the last few days, were very successful, according to a statement given out today by the New York Shipbuilding Company, which recently completed the warship for the Chinese government. "Foi Hung" arrived at the company's yard at Camden, N. J., today to be prepared for her long voyage to the east.

The trials, according to the company, have proved the ship, which is fitted with all the latest devices and improvements, to be the speediest of her class afloat. Guaranteed by her builders to maintain a speed of twenty knots an hour, the "Foi Hung" attained a speed of 22½ knots. A 24-hour's endurance trial at a speed of 18 knots was run to determine the fuel consumption, and this test was also declared to be satisfactory.

All the guns in the ship's armament were tested, being fired with full battle charges and Chinese officers, who were on the trial trip, expressed themselves as satisfied with the performance of the ship. The "Foi Hung" is a protected cruiser of about 26 hundred tons displacement. She is 320 feet long. The propelling machinery consists of three steam turbines, which are supplied with steam by three water tune boilers, one of which is fitted for burning oil fuel. The armament of the "Foi Hung" consists of two six-inch, four four-inch, two three-inch rapid-fire guns, six three-pounders, two one-pounder automatic guns, and two eighteen-inch torpedo tubes.

REMARKABLE GANG OF YOUNG THIEVES

South Bend, Indiana, Has Thieves Ranging from Fourteen to Eighteen Years — Had Robbed for Months.

South Bend, Ind., Oct. 13.—The arrest of three girls and eight boys, ranging in age from fourteen to eighteen years, today revealed a remarkable gang of youthful thieves operating in this city. Two have confessed. The police declare that the boys and girls have been plotting and executing robberies for several months, and that their loot will amount to more than $1,000.

The two boys, who confessed, said the girls showed remarkable nerve and not once became frightened before the "job" was completed. The "gang" met at nights in obscure places and mapped out their robberies. The loot, according to the police, was stored in barns and a "dug-out."

ROYAL LINERS TO HALIFAX.

Halifax, Oct. 13.—The report that the Royal Line steamers would desert Halifax and make their terminus at St. John during the coming winter is without foundation. The Canadian Press is authorized to announce that the company has no intention of sending its steamers to St. John, and that they will come here, as usual, this season.

SYLVIA PANKHURST IN GRIP OF LAW, RESCUED

Seized by Police After Fierce Struggle She Escapes.

MILITANTS FURIOUSLY BATTLE FOR LEADER.

"Wild Women" in Fierce Fight With Detectives Triumph Over Old Enemies — Many Seriously Injured in Mix up.

London, Oct. 13.—After a fierce struggle the police arrested Miss Sylvia Pankhurst at Bow Heaths in the East End of London tonight, where she was making a speech. But when they got her outside the building, with the intention of placing her in a taxicab and rushing her to Holloway jail, the militants attacked the police so savagely that they let her go and she escaped.

Miss Pankhurst, who has an unfinished term of imprisonment to serve was not recognized until she threw aside the disguise which enabled her to elude the police and enter the building. She was warmly applauded as she stepped on the platform, but had been speaking only a few minutes when detectives, accompanied by a body of uniformed police with drawn truncheons, entered the hall and made a rush for the platform.

The audience rose to their feet, and chairs began to fly through the air, the invaders being the objective point. Some of the people in the galleries even dropped benches on their heads. The police gained the platform, and for ten minutes a desperate battle waged, the officers using their clubs freely, and those on the platform utilizing chairs as weapons.

The police succeeded in dragging Miss Pankhurst down to the floor of the house, while reinforcements cleared the hall. Outside, the struggle was renewed with greater fury. Men and women were thrown down and trampled upon. Concentrating the attack on the policemen, who had the militant leader in their grasp, the women, with the assistance of several men succeeded in tearing her from their grip, and she slipped away.

Some of the women afterwards complained of having been thrown down and kicked by the police, and many, after the fracas, were seen nursing bruises. Miss Zelie Emerson, of Jackson, Mich., whose imprisonment caused such a furore several months ago, was one of those injured. Mrs. Lee, who presided at the meeting and took a conspicuous part in the attack on the police, was arrested.

Miss Pankhurst later announced her intention to address a meeting at the Poplar Town Hall tomorrow night.

ENGLISH PLAYER WON QUALIFYING ROUNDS

Miss Gladys Ravenscroft of Bromborough Golf Club Leading the Field at Wilmington.

Wilmington, Del., Oct. 13.—Miss Gladys Ravenscroft, of the Bromborough Golf Club, England, won the qualifying round in the National Woman's Golf Championship Tournament today on the links of the Wilmington Country Club, with a card of eighty-eight, sixteen strokes above par for the course. A cold wind which swept over the greens throughout the day handicapped the contestants. Miss Muriel Dodd, British and Canadian champion, and Miss Harriet Curtis, of Boston, tied for second place and third place with ninety-one each. Miss Katharine Harley, of Fall River, a former champion, finished in fourth place by making the last nine holes in forty-three after taking fifty-one for the outward trip.

DOMINION W. C. T. U. FOR VOTES FOR WOMEN.

London, Ont., Oct. 13.—The franchise for women was warmly supported at the eighteenth annual convention of the Dominion Women's Christian Temperance Union, which opened here today. The suggestive and immodest dress of present day women was also criticized. Mayor Graham, with the city council, tendered the delegates, who are present from all over Canada, a reception in the normal school in the evening.

ROYAL WEDDING GIFTS SHOWN.

London, Oct. 13.—The King and Queen gave a party this evening at St. James' Palace in honor of Prince Arthur of Connaught and the Duchess of Fife, who are shortly to be married. Eight hundred guests were in attendance. The wedding presents were displayed, the most notable of which were a diamond tiara, the gift of the King and Queen, and a gold dessert service, the gift of the Princess Royal.