

INDIANA CLOUDBURSTS.

Several Towns and Cities Partially
Submerged.

DESTRUCTIVE WORK OF THE ELE-
MENTS.

TEN MEN KILLED AT ANDERSON—THOU-
SANDS OF DOLLARS' WORTH OF DAMAGE
DONE.

Indianapolis, Ind., July 29.—A heavy
rain and rain storm passed over Indiana
last evening, and reports indicate that
the damage is general. The wind almost
destroyed the eastern routes of the tele-
graph companies. Meagre despatches
from Central and Northern Indiana show
that the storm was very severe. Clinton
County's gravel roads are washed out in
innumerable places. Tipton reports a
tremendous fall of rain and a frightful
electrical display during which several
residences were struck and a new school-
house was destroyed. The Opera House
at Veedsburg was partly destroyed by
lightning and Mrs. A. Goddard and child
were terribly burned by lightning. The
great hay crop is utterly ruined, and the
loss to farmers will be immense.

Canoes were the only means of trans-
portation in the towns of Kirkin, Elkin
and Arcadia, the water being two feet
deep on all the streets.

At Danville several houses were blown
down. The house of Mr. Henry Thomas
was struck by lightning and Mr. Thomas
and his wife were seriously injured.

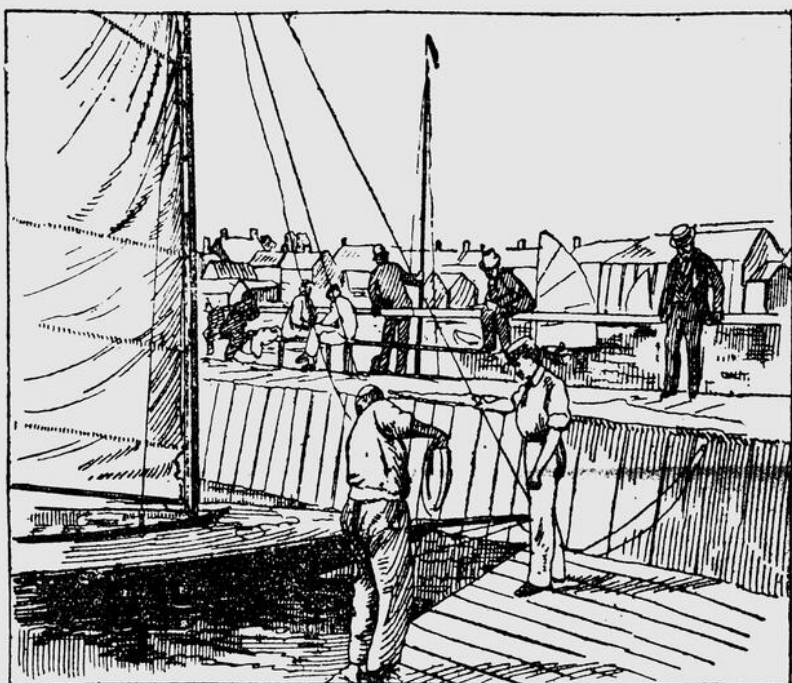
Anderson, Ind., July 29.—The situation
in the gas region is serious. Successive
cloudbursts have swollen streams out of
their banks, flooding cities and towns. In
this city Messrs. Frank Galloway, An-
drew Hayworth and Benton Rose were
struck by lightning and killed. The
dams and dykes along the White and
other rivers gave way last evening and
the water swept everything before it.
People were rescued from second story
windows. The big dyke at Yorktown
broke, letting the lake out. The water
came rushing down White River at a
terrific speed, taking everything in its
path, including bridges and buildings.
Johnstown, a suburb of Anderson, was
almost washed away. Crops are destruy-
ed. The cities of Frankton, Elwood and
Alexandria are partly under water.

Crawfordsville, Ind., July 29.—The
greatest storm in the history of Central
Indiana raged yesterday. The principal
streets are three feet under water. At
the Monro railway station the water is
fifteen feet deep. The tracks are torn
out for several yards. Thousands of
dollars of damage has been done in the
city. Many farm houses were struck by
lightning and a number of barns burned.
Hillsboro, a small town, ten miles west,
was entirely destroyed by fire. The loss
is \$20,000.

Lafayette, Ind., July 29.—The rain and
electric storm which struck this vicinity
last night was the heaviest and most
disastrous ever known in the county.

POISONED BY POISON IVY.
PRINCIPAL BATES, OF WOODSTOCK BAPTIST
COLLEGE, SERIOUSLY ILL.

Toronto, July 29.—The Rev. S. S.
Bates, of College Street Baptist Church,
received a telegram on Monday request-
ing him to come immediately to Musko-
ka to the bedside of his brother. Ar-
riving, he learned that his brother, Prin-
cipal J. I. Bates of Woodstock Baptist
College, had been seriously poisoned by
poison ivy. Pain was first felt in the
thumb but quickly spread throughout
his body and, although the doctors have
been in constant attendance, his recovery
is despaired of.



THE OGDENSBURG CUP—MESSRS. DUGGAN AND WICKTSEED ALONG-
SIDE THE 'SOTHIS.'

THE TURKISH HORRORS.

A RUMOR CURRENT THAT THE
POWERS WILL COMBINE FOR
THEIR SUPPRESSION.

London, July 29.—The 'Daily News'
to-day publishes an article claiming au-
thority for the statement that the rela-
tives of the Czar in England, Denmark
and Greece have submitted to the Rus-
sian Emperor official documents bearing
upon the atrocities committed in Turkey
which have had the effect of alienating
His Majesty's sympathy from the Turkish
Government, and have given rise to the
hope that concerted action will be taken
by the Powers that will put an end to
the Turkish horrors.

THE IRISH LAND BILL

GIVEN A THIRD READING IN THE
HOUSE OF COMMONS.

WITHOUT A DIVISION, AFTER AN ANIMATED
DISCUSSION.

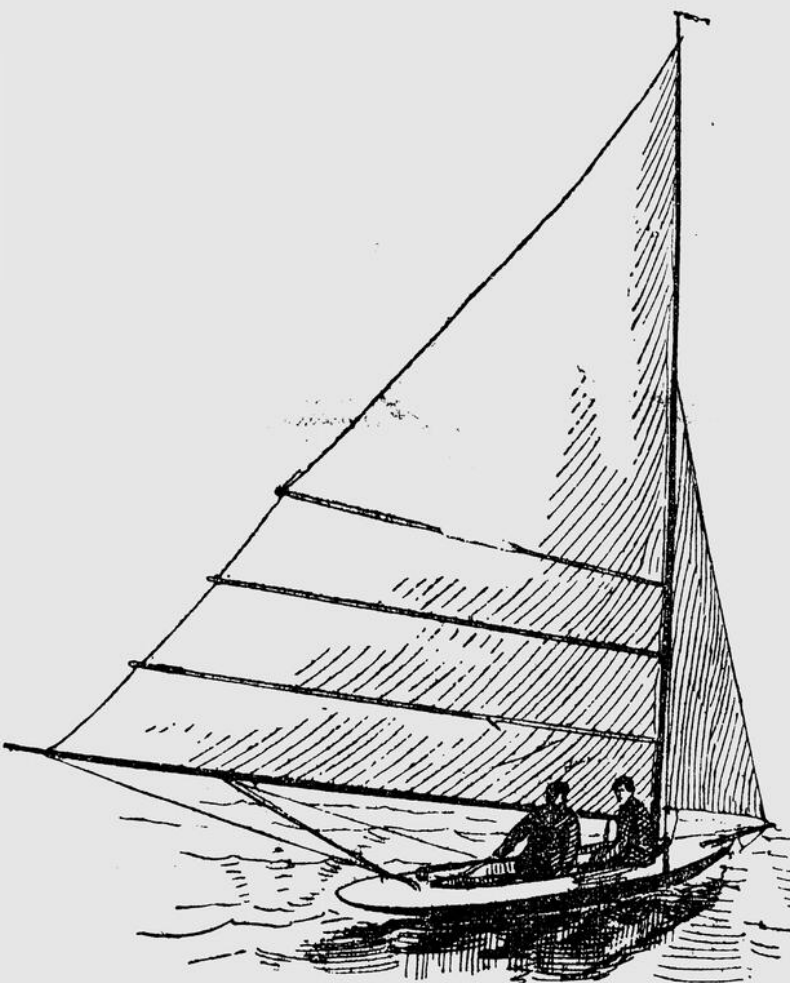
London, July 29.—The Irish land bill
was taken up on its third reading in the
House of Commons to-day. Mr. Arthur
Smith-Barry, a well known Irish land-
lord who defeated the National League in
its great tenants' fight at Tipperary,
moved that the measure be rejected, ow-
ing to the concessions that have been
made to the tenants by the government.
Mr. Smith-Barry has the reputation of be-
ing one of the best and most considerate
landlords in Ireland or England. He is
a Conservative but opposes the Irish land
bill.

Col. Sanderson, Conservative, who is
also an Irish landlord seconded the mo-
tion. He said he hoped the House of
Lords would, when the bill reached that
body, modify the measure in justice to
the landlords.

Mr. Arthur J. Balfour, the government
leader in the House, defended the bill.
He contended that it remedied admitted
defects in the law, and said it would cut
to the roots the agitation in Ireland.
The purchase scheme was intended to
foster a desire in tenants to become own-
ers of land by lessening the pecuniary
burdens attaching to the acquiring of
holdings.

Mr. John Redmond, Parnell's, said the
bill was far short of granting tenants
their rights, but was an installment of
justice.

Mr. John Dillon, leader of the anti-
Parnellites, declared that as a settle-
ment of the land question the bill was a
failure, but it improved the existing law.
Mr. Smith-Barry's motion to reject
the bill was then voted on and defeated.
The measure then passed its third read-
ing without a division being taken. It
will now go to the House of Lords.



THE OGDENSBURG CUP—THE 'SOTHIS' REACHING.

MORE OUTRAGES IN CRETE.

TWELVE VILLAGES BURNED DOWN
BY MUSSULMANS AND MANY
CHURCHES DESTROYED.

London, July 29.—The 'Daily News' to-
day publishes a despatch from its Ath-
ens correspondent stating that Mussul-
mans have burned twelve Christian vil-
lages in the Provinces of Selina and
Heraklion in the Island of Crete and
destroyed many churches.

THE ARMY WORM.

London, Ont., July 28.—The army worm
made its first appearance in Middlesex
County a day or two ago, and is creating
great havoc in the fields of some farm-
ers in the surrounding townships. The
pest came into Middlesex from Elgin
County, and was first noticed in Caradoc
Township, where several fields were vis-
ited by them.

THE WEATHER.

Meteorological Office, Toronto, Ont., July
29, 11 a.m. — The following are the mini-
mum temperatures:—Calgary, 48; Edmonton
46; Qu'Appelle, 52; Winnipeg, 48; Port Ar-
thur, 56; Parry Sound, 54; Toronto, 53;
Ottawa, 58; Montreal, 64; Quebec, 58; Cha-
tham, 52; Halifax, 54. Probabilities for the
next twenty-four hours:—Light winds; fine
and warm.

Montreal, July 29, 1896.

Readings by Hearn & Harrison's Standard
Barometer at noon to-day, 29.97; yesterday
29.55; to-day, temperature, max. 53; min.
65; yesterday, max. 81; min. 67.

A GERMAN GUNBOAT LOST.

WENT DOWN OFF THE COAST OF
CHINA WITH ALL BUT TEN
OF HER CREW.

London, July 29.—A despatch to the
Lloyds from Chefoo, on the north coast
of the Shantung promontory, states that
the German gunboat 'Itlis' has been to-
tally lost. According to present advices
only eleven of her crew were saved.
They have landed on the south-east prom-
ontory.

The 'Itlis' was a single screw, iron ves-
sel of 480 tons and was built at Dantzig
in 1878. She was 139 feet 1 inch long;
25 feet 3 inches beam and her mean
draught of water was 10 feet 8 inches.
Her engine was 340 indicated horse-power
and her speed was 9.5 knots. She
mounted only two guns.

Shanghai, July 29.—A despatch from
Chefoo states that the 'Itlis' was lost in
a typhoon on July 23 at a point ten
miles north of the south-east promon-
tory, which is a low reef-girted island
lying about thirty miles south-east of
the Shantung promontory. Only ten of
those belonging to the warship were
saved. All the others, including the of-
ficers, perished.

Berlin, July 29.—The officials at the
Imperial Admiralty confirm the report
of the loss of 'Itlis.'

Despatches received at the Admiralty
show that seventy-five officers and men
lost their lives in the disaster.

have been without flour, bread or nour-
ishment for weeks. They have been liv-
ing upon shell fish and seaweed. The
grown-ups are almost naked and the
children wholly so.

FIRE AT A SUMMER RESORT.

THE TOWN OF ILFRACOMBE VISIT-
ED AND PARTLY DESTROYED.

London, July 29.—Part of the town of
Ilfracombe, Devonshire, one of the fash-
ionable and most attractive seaside re-
sorts in Europe, was burned last night.
There were many visitors in the town
and there was much excitement during
the progress of the fire, it being feared
at one time that the whole town would
be destroyed. So far as known nobody
was hurt. The loss is £80,000.

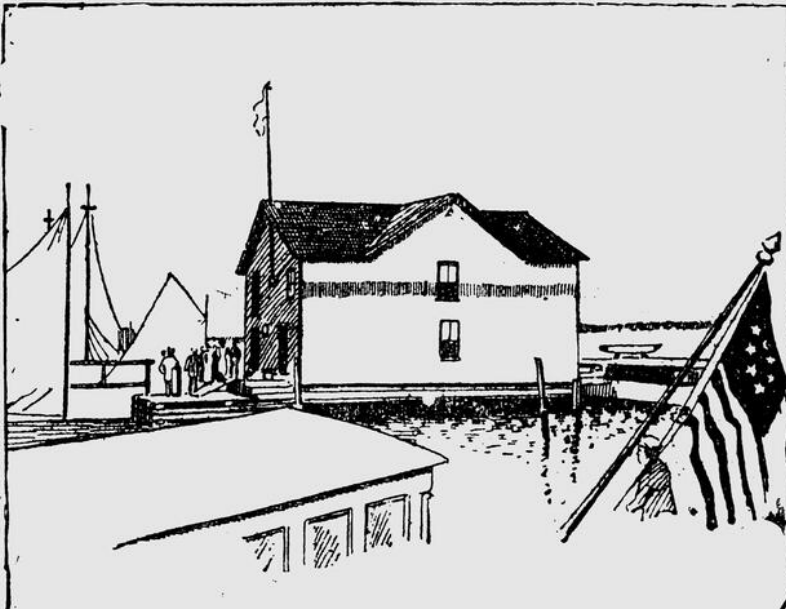
CASE OF THE 'BEATRICE.'

WAS SEIZED IN BEHRING SEA BY
THE CUTTER 'RUSH.'

JUDGMENT GIVEN IN HER FAVOR BY CHIEF
JUSTICE DAVIE.

Victoria, B.C., July 29.—A case of the
greatest importance to sealing men—
an action for prospective damages in the
suit of the Crown vs. the schooner 'Bea-
trice'—has been decided in the Exche-
quer Court of Canada by Chief Justice
Davie, sitting as local judge in Admi-
ralty.

The 'Beatrice,' of which Mr. Charles
Doering was owner and master, was
seized by the American cutter 'Richard
Rush,' on Aug. 20 last, just as it had
commenced work among the seals in
Behring Sea. It was sent back to Vic-



THE BOAT HOUSE AT OGDENSBURG—HEADQUARTERS OF THE
CANADIANS.

THE IMMIGRATION PROBLEM.

THE HON. T. MAYNE DALY INTER-
VIEWED ON HIS EXPERIENCES
ABROAD.

SAYS THE GOVERNMENT MUST EXPEND MORE
MONEY IF IT WOULD TURN THE TIDE TO-
WARDS CANADA.

Toronto, July 29.—The Hon. T. Mayne
Daly was in the city yesterday on his
way to Stratford where he will remain
for a few days. Questioned regarding
his experience across the Atlantic, the
late Minister of the Interior said: 'I have
seen a great deal of the emigration agen-
cies and have acquired knowledge which
would have been of the utmost value to
me in the position I recently occupied.
I am more than ever convinced, from
what I have lately observed, that it is
absolutely necessary, if we desire im-
migrants, that the Government of Can-
ada should provide for a larger expendi-
ture than it has hitherto been doing, and
not merely to do so for one year but to
continue the policy for a longer period,
because the result of a single twelve
months' operations is not visible until
some time afterwards. Our policy should
be to constantly advertise this country,
and keep its products continually before
the attention of people in European coun-
tries.'

Toronto, July 29.—The Hon. T. M.
Daly, asked if he intended to run for
parliament in either Brandon or Sas-
katchewan, said he had no intention of
doing so. He was now out of politics.
He will go to Ottawa on Friday to make
a report to the government and then
proceed west to see how things are go-
ing at his home.

AN INTERESTING RUMOR.

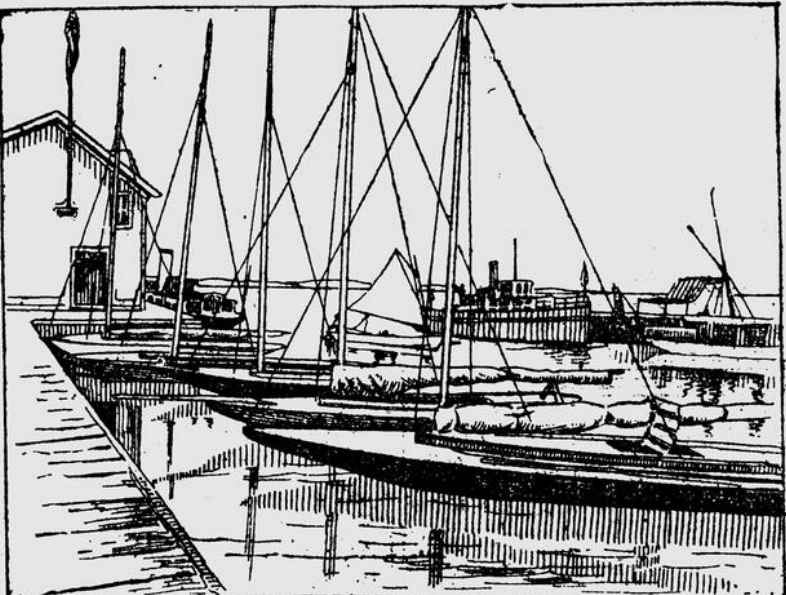
Ottawa, July 29.—A cabinet minister
states that official intimation is shortly
expected from the British Government
to the effect that a Canadian judge will
be appointed to the Imperial Privy Coun-
cil. The Canadian Government will re-
commend the Hon. Edward Blake for the
judgeship.

DEATH OF ROBERT GARRETT.

Baltimore, Md., July 29.—Robert Gar-
rett, ex-president of the Baltimore &
Ohio Railway, died at the residence of
Mrs. Harrison Garrett, Deer Park, Md.,
at three o'clock this morning.



THE OGDENSBURG CUP—ON BOARD A HALF-RATER.



THE OGDENSBURG CUP—FIVE OF THE HALF-RATERS.

From the left of the picture these are the 'Sothis,' 'Peggy,' 'Mischief,' 'Anita,'
and 'Missie.' The steam yacht at the opposite pier is the 'Chimpunk.'

BIRTHS, MARRIAGES AND DEATHS.

Notices of births, marriages and deaths must invariably be endorsed with the name and address of the sender, or otherwise no notice can be taken of them. Birth notices are inserted for 15c, marriage notices for 50c, death notices for 15c prepaid. The announcement of funeral appended to death notice, 15c extra; other extension to obituary, such as short sketch of life, two cents per word extra, except poetry, which is 50 cents per line extra—prepaid.

Annual subscribers may have announcements of births, marriages and deaths (without extended obituary or verse) occurring in their immediate families, free of charge, in which case name and address of subscribers should be given.

BIRTHS.

SCOTT—At Outremont, Montreal, on the 23rd instant, the wife of John Scott, farmer, of a daughter.

WARREN—On July 22, 1896, at 23 Tisdale street, Hamilton, Ont., the wife of Robt. Warren, of a son.

MARRIED.

GRAHAM-RICHARDSON—On July 21, 1896, at the residence of the bride's father, Prescott, Ont., by the Rev. J. M. Hagar, Walter Graham, of Montreal, to Ida A. eldest daughter of Robert Richardson, Esq.

GROULX-POTVIN—On the 25th instant, at the parsonage, 706 Albert street, Ottawa, by the Rev. D. Winter, Alexander Groulx to Louisa Potvin, both of Hintonburg, Ont.

MEEHAN—McGUIRE—At St. Patrick's Church, Quebec, on July 27, 1896, by the Rev. Father Boula, C.S.S.R., John Meehan to Miss Bridget McGuire, of Silery.

WOOD-GUDEFIN—On July 25, 1896, at the Church of the Holy Trinity, Toronto, by the Rev. John Pearson, assisted by the Rev. Canon Macdonald, J. W. H. Wood, third son of the late Rev. S. S. Wood, rector of Three Rivers, Que., to Marie Jeanne, eldest daughter of the late Rev. Pierre Gudefin of Cluny, Saone et Loire, France.

DIED.

BICKERSTAFF—Suddenly, at his late residence, 97 Hazelton avenue, Toronto, Ont., on July 26, 1896, Joseph Bickerstaff, in the 63rd year of his age, late of H.M. Customs, Toronto, born at Tandragee, Ireland.

BOGAN—On the 27th instant, at the Western Hospital, George M. P. Bogan, son-in-law of the late Robert Miller, and a director of the Robert Miller Company, limited, aged 37 years.

CORRELL—Suddenly, W. W. Correll, of 33 Carlton street, Toronto, a well-known traveller for Messrs. McMaster & Co., and formerly connected with the firm of Samson-Kennedy.

KELLY—At Penetanguishene, on July 17, 1896, in his 87th year, William Kelly, ex-Warden Provincial Reformatory.

KNOX—At Ashton, Ont., on July 23, 1896, Mrs. Rev. W. Knox fell asleep in Jesus. She was seized with peritonitis and suffered intensely for a week, but the Lord wonderfully sustained her and filled her soul with his love.

Those wedding notices for the above columns may send with them a list of names of interested friends. Married copies of the 'Witness' containing such notice will be sent free to any address in Canada. Montreal accepted.

Notices received too late for this column are usually placed on the 6th page.

ADVERTISEMENT.

J. D. ANDERSON & CO.,
Tailors,
HAVE REMOVED TO
17 BLEURY STREET,
(Notman's old stand).

TEES & CO.,
THE
UNDERTAKERS,
300 St. James St.
Mont. cal

ARMSTRONG,
The Undertaker,
HAS REMOVED TO
74 VICTORIA SQUARE.

PERSONAL—A Reward of \$25
Will be paid for the arrest and conviction of the party who stole the Crescent Bicycle, 152 25c, from the premises of Mr. L. S. Sharpe, at Dixie, either on the night of the 26th, or the morning of the 27th instant. Bicycle dealers will please be on the look-out for this Wheel. Send information to the Dominion Burglary Guarantee Company, limited, 151 St. James street.

JUST IN,
A fine new line of
HARDWOOD - MANTELS,
Latest designs and right prices.
—ALSO—
Brass and Iron Andirons,
Fireplace Goods,
and Tiling for all purposes,
—AT—
THE G. R. LOCKER CO.,
1149 Notre Dame Street.

WALTHAM WATCHES,
P. S. Bartlett Movement, Stem Wind, Solid Silver 3 oz. Case, for \$15.00.
Our Leader \$3.00 Waltham Watch is the best value the city.
Watches, Clocks and Jewellery repaired on the premises.
Watches Cleaned, Repaired and Warranted for one year, \$1.00. Main Spring and Cleaning, \$1.50.
D. BEATTY, Watchmaker and Jeweller,
127 St. Peter Street, opposite 'Witness' Office

The S. Carsley Co.

LIMITED.
1765 to 1783 NOTRE DAME STREET,
MONTREAL.

**ONLY TWO DAYS MORE
ONLY TWO DAYS MORE
AND OUR
July Cheap Sale
ENDS THEREFORE
ATTEND IT
ATTEND IT
AND
SAVE MONEY.
SAVE MONEY.
RARE OPPORTUNITY.**

800 Ladies' Golf Jerseys to be sold at clearing prices.

Owing to the late arrival of a special purchase of Ladies' Golf Jerseys we have decided to sell the lot at prices which will insure a speedy clearance.

These goods are specially adapted for cycling, yachting, golfing, and all outdoor purposes, and include all the very latest styles and colorings.

LOT No. I.
Lot No. 1 includes about 300 Fancy Jerseys, assorted colors, bought to sell at \$1.25, and would be exceptional value at that price. You can have your choice as long as they last at 84c.

LOT No. II.
125 Honeycomb Knitted Golf Jerseys in plain black, navy, cardinal, new blue and brown, regular \$2.00; to be cleared at \$1.40.

LOT No. III.
150 Ladies' Plain Golf Jerseys, assorted colors with new roll collars, special value at \$2.75; our sale price brings them down to \$1.88.

LOT No. IV.
200 Fancy High-class Jerseys in Stripes and Polkas, sold elsewhere at from \$4.00 to \$4.25, to be cleared during the sale at \$2.84.

THE S. CARSLY CO., LTD.

**LAST TWO DAYS OF JULY SALE
Ladies' Summer Suits.**

At \$1.25 Ladies' Fine Quality Washing Suits in choice colors and in pretty pattern materials, Blazer style; regular value, \$1.95 each.

At \$1.30 Closing out all our Wash Suits; read about this line. Stylish Bedford Cord Summer Suits in Light and Dark Blue and White, also Red and White Stripes; regular value, \$2.25 each.

At \$2.20 Ladies' Pure Linen Suits, fine quality, in latest styles, with Wide Sailor Collar; regular value, \$4.00 each.

THE S. CARSLY CO., LTD.

**LAST TWO DAYS OF JULY SALE
LADIES' HOSIERY.**

At 11c Ladies' Fine Quality Tan Cotton Hose in good shades, well finished; regular value, 15c pair.

At 18c Ladies' Fine Quality Black Summer Cashmere Hose, nicely made and fully finished; regular value, 25c pair.

At 19c Ladies' Fine Quality Black Cotton Hose, richly embroidered, Silk Fronts; regular value, 25c pair.

At 30c Ladies' Fine Quality Black Summer Cashmere Hose, fully fashioned, Merino Heels and Toes, Spliced Ankles and Feet; regular value, 40c pair.

At 41c Ladies' Fine Quality Black Cashmere Hose with Richly Silk Embroidered Fronts; regular value, 50c pair.

THE S. CARSLY CO., LTD.

**LAST TWO DAYS OF JULY SALE
MEN'S SHIRTS.**

At 18c Several dozen Men's Fancy Colored Striped Flannel Negligee Shirts with Collars attached, all good colors; regular value, 30c each.

At 28c Men's Oxford Shirts in good patterns and fast colors, strongly made with or without turned-down Collars attached; regular value, 40c each.

At 45c 10 dozen Men's Fancy Regatta Shirts in good and choice colorings; regular value, 85c each.

At 44c Men's Fancy Colored Cambric Negligee Shirts in all rich colorings, laundered Collars and Cuffs; regular value, 60c.

THE S. CARSLY CO.

LIMITED.
1765 to 1783 NOTRE DAME STREET,
MONTREAL.

JOHN MURPHY & CO'S

End of the Month Sale.

2½ Days More. Finishes SATURDAY, at 1 p.m.

Big Bargains On Every Floor

A Rare Chance for Shrewd Buyers.

WHY! Because our **Stock** is unequalled for magnitude and variety. Because our **Styles** are correct. Because our **Goods** are reliable. Because our **Prices** are uniformly low.

NOTE THE FOLLOWING:

It will give you an idea of what we are doing with . . . **PARASOLS.**

25% off

All regular lines of PARASOLS, all New, Fresh Goods, the very Cream of EUROPEAN ingenuity and skill.

Odd Lines to Clear as Follows:

PARASOLS the \$6.50 kind for \$1.00.

PARASOLS the \$5.35 ones for \$3.05.

PARASOLS at \$8.25, for \$4.50.

Bargains like the above in all Departments, at

JOHN MURPHY & CO'S

2343 St. Catherine St., cor. Metcalfe.

TELEPHONE, No. 3833. TERMS CASH.

1ST PRINCE OF WALES REGIMENT

RIFLE ASSOCIATION.

1870 1896

THE TWENTY-SEVENTH ANNUAL PRIZE MEETING

WILL BE HELD AT THE

COTE ST. LUC RIFLE RANGES

On SATURDAY, August 1, 1896.

Members of the Regiment must appear in uniform. Train leaves Windsor Station, 7.35 a.m. Lunch may be had on the grounds at 25c each.

GOVERNMENT TARGET PRACTICE.

Two targets will be set apart from 8.30 a.m. to 12.30 p.m. to enable members of the Regiment who have not yet performed their annual target practice to do so, as it will be the last opportunity for competition for the Regimental Prizes for free entry to the P.Q.R.A. meeting, Aug. 12, for the highest aggregate score in each class. Every man who has not yet completed his target practice must be at the ranges on Saturday morning.

By order,
W. GODBEE BROWN, Captain,
Secretary-Treasurer R. A.

GENERAL BAZAAR.

White Quills, 85c, worth \$1.25.

Light and Dark Chalks, 5c.

Remnants White Cotton.

Remnants Shaker Flannel.

Remnants White Canton Flannel.

Remnants Sheetings.

Remnants Pillow Cotton.

Remnants Table Linen.

Remnants Butcher Linen.

Remnants Waist Linings.

GEORGE H. ROWELL.

1597 Notre Dame Street,
Between St. Lambert's Hill and Court House

WANTED, A PARTNER.

Active or Sleeping, in a light manufacturing business, \$10,000 to \$15,000 required. Full particulars will be given to an intending partner.

MCLENNAN & FAIR.

114 St. James street.

The Daily Witness.

WEDNESDAY AFTERNOON, JULY 29.

MONUMENT TO GOVERNOR SIMCOE.

Toronto, July 29.—Dr. Scadding and Mr. D. Bread, Q.C., representing the York pioneers, yesterday asked the Ontario government to pledge themselves as favoring the appropriation of \$2,000 promised by Sir Oliver Mowat before he went to Ottawa towards the erection of a monument to Governor Simcoe. The Premier and his colleagues said the grant would not be allowed to lapse. The pioneers have asked Sir Oliver to prevail upon the Dominion Government to give another \$2,000 towards the project and the city and private subscriptions will be depended upon for the third \$2,000 required.

JACQUES CARTIER LOCAL ELECTION

The following are the candidates mentioned in connection with the Jacques Cartier local election: On the Conservative side, Mr. E. D. Gohier, Mr. F. De Guire, Mr. Cousineau, Mr. J. A. Descaries or Mr. D. Girouard, Jr.; Mr. H. C. St. Pierre for the Liberals and Mr. Boileau, notary, as independent.

JAS. A. OGILVY & SONS

REMOVAL SALE.

Remnants and Odd Lots

We have laid out all

REMNANTS AND ODD LOTS

from every Department and have marked them at

PRICES

that will close them out with a rush.

REMNANTS OF DRESS GOODS

in lengths from 1 to 5 yards, at less than

ONE HALF

of the regular price.

In this lot you will find some nice SKIRT LENGTHS, at prices which you can afford.

REMNANTS OF PRINTS

have not been forgotten and are worthy of YOUR INSPECTION.

BROKEN LOTS OF SILKS

in Blouse and Dress Lengths. \$2.25 Silks for \$1.00 per yard; 75c Silks for 25c per yd.

Remnants in other Departments at equally low prices.

In addition to all Discounts

Ten Percent for Cash

During Our Removal Sale.

JAS. A. OGILVY & SONS,

THE FAMILY LINEN AND DRAPERY HOUSE,
203 to 207 ST. ANTOINE STREET.

144 to 150 MOUNTAIN STREET.
Telephone, 822.

BRANCH - ST. CATHERINE STREET.
Cor. Buckingham avenue.
Telephone 3335.

HOW BRITAIN 'INJURES' EGYPT.

The Rev. Dr. Howie of Shewell, Mount Lebanon, Syria, well known in Montreal, sends the following interview he had with a Cairo merchant, dated Dominion Day, 1896:—

Dr. Howie: "What is your opinion on this question, does British occupation injure or benefit Egypt?"

"It certainly has injured and not benefited Egypt. First, because the British have instituted banks to loan the fellah (peasant) money on nominal rates of interest, five percent, while formerly the broker and merchant used to get from him twenty to thirty percent; moreover, the new regime has enlightened the peasant and we cannot trade with him to advantage. Secondly, the peasant donkey-driver who is not fit to be my slave, appears as my equal before the law courts, while formerly, the korbage (whip) was the surest and speediest means of settling with peasants and donkey drivers. Thirdly, the British people in Egypt buy nothing in Egypt, their food and clothing come from England, even their clothes they send to Britain to be washed."

Dr. Howie says the above was told him in dead earnest by an evidently intelligent man who did not appear even to suspect that he was uttering anything incongruous.

MORE TOLLGATE DESTROYERS.

Kingston, July 28.—Five farmers of the Township of Kingston, on Thursday night, cleared the road of all obstructions in the way of bars and fences at the tollgate in the third concession road between Cataraqui and the Perth road.

The farmers claim that they are being unjustly charged toll, which led to their action in destroying the gate. Recently Mr. E. Rees fought the company controlling the gate in Court, and won. The farmers implicated in destroying the property say they are prepared to prove that the Queen's highway was obstructed by the company. The action of the farmers in Frontenac, in conjunction with the farmers in Essex County, where the tollgates were destroyed the same night as was the one here, is significant.

PERSONAL.

The New York 'Evening Post' has private information that Judge Field of the United States Supreme Court is in his usual health and has not been ill at all. The report that he was so arose from the fact that he went home to San Francisco in a private car.

The Prince of Wales has two sorts of visiting cards. On one, for home use, is written 'Albert Edward,' on the other, for Continental use, 'Le Prince de Galles.' The German Emperor, and the Emperor of Austria print on their cards a part of their numerous titles. Most of the European royalties order their cards in Paris.

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JAS. A. OGILVY & SONS

REMOVAL SALE.

Remnants and Odd Lots

We have laid out all

REMNANTS AND ODD LOTS

from every Department and have marked them at

PRICES

that will close them out with a rush.

REMNANTS OF DRESS GOODS

in lengths from 1 to 5 yards, at less than

ONE HALF

of the regular price.

In this lot you will find some nice SKIRT LENGTHS, at prices which you can afford.

REMNANTS OF PRINTS

have not been forgotten and are worthy of YOUR INSPECTION.

BROKEN LOTS OF SILKS

in Blouse and Dress Lengths. \$2.25 Silks for \$1.00 per yard; 75c Silks for 25c per yd.

Remnants in other Departments at equally low prices.

In addition to all Discounts

Ten Percent for Cash

During Our Removal Sale.

JAS. A. OGILVY & SONS,

THE FAMILY LINEN AND DRAPERY HOUSE,
203 to 207 ST. ANTOINE STREET.

144 to 150 MOUNTAIN STREET.
Telephone, 822.

BRANCH - ST. CATHERINE STREET.
Cor. Buckingham avenue.
Telephone 3335.

HOW BRITAIN 'INJURES' EGYPT.

The Rev. Dr. Howie of Shewell, Mount Lebanon, Syria, well known in Montreal, sends the following interview he had with a Cairo merchant, dated Dominion Day, 1896:—

Dr. Howie: "What is your opinion on this question, does British occupation injure or benefit Egypt?"

"It certainly has injured and not benefited Egypt. First, because the British have instituted banks to loan the fellah (peasant) money on nominal rates of interest, five percent, while formerly the broker and merchant used to get from him twenty to thirty percent; moreover, the new regime has enlightened the peasant and we cannot trade with him to advantage. Secondly, the peasant donkey-driver who is not fit to be my slave, appears as my equal before the law courts, while formerly, the korbage (whip) was the surest and speediest means of settling with peasants and donkey drivers. Thirdly, the British people in Egypt buy nothing in Egypt, their food and clothing come from England, even their clothes they send to Britain to be washed."

Dr. Howie says the above was told him in dead earnest by an evidently intelligent man who did not appear even to suspect that he was uttering anything incongruous.

MORE TOLLGATE DESTROYERS.

Kingston, July 28.—Five farmers of the Township of Kingston, on Thursday night, cleared the road of all obstructions in the way of bars and fences at the tollgate in the third concession road between Cataraqui and the Perth road.

The farmers claim that they are being unjustly charged toll, which led to their action in destroying the gate. Recently Mr. E. Rees fought the company controlling the gate in Court, and won. The farmers implicated in destroying the property say they are prepared to prove that the Queen's highway was obstructed by the company. The action of the farmers in Frontenac, in conjunction with the farmers in Essex County, where the tollgates were destroyed the same night as was the one here, is significant.

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RECEIPTS IN MONTREAL.

G.T.R. C.P.R. C.N.W.

Pears, bush 700 1685 255

Oats, bush 6900 14616 224

ADVERTISEMENTS.

SHOE DEPARTMENT.

\$4.50 SHOES ^{for} \$2.50.

A few Pairs of LADIES' TAN LACED SHOES, formerly \$4.50, to clear at \$2.50.

Five Percent Discount for Cash.

BATHING SHOES. TENNIS SHOES.

HENRY MORGAN & CO., Montreal.

MONARCH CEYLON TEA

About as 
GOOD AS GOLD

—OUR STOCK OF—
Wall Papers.

In fact makes you feel better in many respects when you come to
over our immense assortment for

Home, Office and Public Building Decorations.

WE TAKE SILVER in payment for all goods.

G. A. HOLLAND & SON,
Importers Wall Papers, 2411 St. Catherine St.

Drink 
Montserrat
In Hot Weather

It is the pure juice of ripe fruit—and a wholesome summer beverage.
It is cheaper and more convenient than lemons.
Beware of imitations which are mere concoctions and injurious to health.

On the Island of Montserrat (W.I.) alone is the Lime systematically cultivated for the purpose of supplying the juice as a beverage.
“**Montserrat**” is never musty.

If a Lime Juice Cordial is desired “Limeetta” will be found the finest in the market.

R. WILSON SMITH,
INVESTMENT BROKER.

Government, Municipal and Railway Securities Bought and Sold. First-class Securities Suitable for Trust Funds always on hand.

**1724 NOTRE DAME STREET,
Montreal.**

PROVINCE OF QUEBEC, }
District of Montreal.

I IN THE SUPERIOR COURT.

No. 1114

Dame Susanne Corcoran, wife separate as to property by ante-nuptial contract, of Arthur Fisher, of the City and District of Montreal, Doctor of Medicine, and the said Arthur Fisher, for the purpose of authorizing his said wife herein, plaintiff, vs. John Henry Thomas, of the town of Lacine, in the District of Monreal, Engineer, defendant. The defendant is ordered to appear within two months. Montreal, 27th July, 1896. T. MOREAU, Deputy Prothonotary.

CHICAGO MARKETS.

RAIN AND PROVISIONS HIGHER.

In Chicago this morning wheat opened stronger, and continued to advance, closing 1½¢ higher at 58½¢ July and 1½¢ to 1½¢ higher at 59½¢ bid Sept., and 6¼¢ to 6½¢ Dec. Corn, oats and provisions were higher.

CHICAGO MARKETS.

The following table shows the range of prices in Chicago to-day, and the closing quotations as compared with those of yesterday:—

Yesterday's	To-day's				
		Open	High	Low	Close.

Wheel-	Close.	Open.	High.	Low.	Close.
July	57½	.....	59¼	57½	58½
Sept	57½	57½	59¼	57½	59½
Dec.	69½	69½	61¼	69½	61¼
Corr-					
July	23½	.....	.....	.....	24
Sept	24½	24½	24½	24½	24½
Outs-					

Arthur Fisher, for the purpose of authorizing his said wife herein, plaintiff, versus Joseph Simpson Mitchell, of the City and District of Montreal, clerk, Defendant. The defendant is ordered to appear withing two months. Montreal, 27th July, 1885.

T. MORBAU, Deputy Prothonotary.

29

July	18	....	....	....	18½
Sept	17½	17½	18½	17½	18½
Pork—					
Sept	6.05	6.05	6.25	6.02	6.20
Jan.	6.77	6.75	6.87	6.75	6.85
Lard—					

TO LET, TWO LARGE UNFURNISHED rooms, suitable for a married couple, with or without use of kitchen; very cheap. Apply 180 St. George street.

July	3.05				3.10	WANTED, BY A RESPECTABLE Woman, washing, scrubbing or ironing, by the day to support a small family. Address 764 Lagauchetiere street.
Sept	3.12	3.10	3.17	3.10	3.15	
Short ribs-	.....	.....	.....	.....	.....	
July	3.05	.....	.....	.....	3.15	
Sept	3.12	3.10	3.22	3.10	3.20	

DROP IN AMERICAN SECURITIES.
London, July 29.—There was a general weakness in American railway securities at the Stock Exchange to-day, and this de-

pressed all sections. At the close, however, prices were slightly above the worst quotations of the day.

**And ART WORK.
WITNESS PRINTING HOUSE.**

Weekly Calendar.

To Settle the Protest!

Cornwall vs. Shamrock

M.A.A.A. GROUNDS, SATURDAY, August 1.

ALL FACED AT 3.30. PLAY RAIN OR SHINE.
 Reserved Seats, 50c. Grand Stand, 35c. Admission, 25c.
 Refreshments may be secured at the S.A.A.A. Office, 150 St. James street
 (2nd floor). The regular Grand Stand Tickets for sale at the same place.
 ALL MEMBERSHIP TICKETS SUSPENDED.

WEDNESDAY, JULY 29.

5th ROYAL SCOTS
OF CANADA.
 Issue of White Jackets.
 The Jackets will be
 handed over to Companies
 for distribution THIS
 (WEDNESDAY) EVENING.
 Captains of Companies
 will please attend at the armory; also, the
 Band Master. The Battalion will parade in
 White Jackets and Kilts on FRIDAY
 NIGHT at 8 o'clock sharp for a march out.
 By order, FRED. LYDON,
 B.M. and Adjutant R.S. of C.

ART ASSOCIATION,
PHILIPS SQUARE.
SUNDAY IN THE BACKWOODS,
 By T. FAED, R.A.
 PRESENTED BY LORD MOUNTSTEPHEN
 NOW ON VIEW.
 Galleries open daily, 9 a.m. to 6 p.m.
 ADMISSION, 25c.

The Ladies' Own Trip.
 Always Select and Beautiful.
 TO CARILLON AND BACK \$1.
 BY PALACE STR. "SOVEREIGN."
 Take 8 a.m. quick train for Lachine.

THURSDAY, JULY 30.

MIZPAH LODGE,
No. 3, L.O.O.F.
 The Regular Weekly Meeting of
 the Lodge will be held THURSDAY
 evening, at 8 o'clock, in their
 Lodge Room, 6 PHILIPS SQUARE.
 By order of the N.G.
 A. E. ESDON, Rec.-Secy.

L. O. A. of B. A.
Montreal County Lodge.
 A special meeting will be
 held in the Hall on Thurs-
 day Evening, 30th instant,
 at 8 o'clock, to consider
 matters relative to the 12th
 July Excursion to Brockville.
 A. G. ELLIS, Co. Sec.

SATURDAY, AUGUST 1.

A Day in Shady Groves
 —ON THE—
BANKS OF THE NORTH RIVER.

Grand Excursion under the auspices of the
 Grand Lodge Officers
 —OF THE—
ANCIENT ORDER OF UNITED WORKMEN
To LACHUTE
 Fair Grounds and Adjoining Groves,
 On SATURDAY, August 1.

Grand programme of Sports and Games.
 Tug of War between Argenteuil (Cham-
 pions) and team selected from A.O.U.W.
 Lacrosse Match, Lachute vs. Britannias
 of Montreal.
 Cups, Medals and other valuable prizes.
 Blaz's Original Italian Orchestra.
 Welsh & Rough will furnish dinner and
 refreshments at city price.
 Special C.P.R. train leaves Dalhousie
 Square Station at 8 a.m., and will stop for
 excursionists at Hochelaga and Mile End
 stations. Returning, train leaves Lachute
 at 6.15 p.m.

Adult tickets for round trip, 75 cents;
 children under 12 years 40 cents; can be
 procured from any member of the Order,
 and at train on morning of excursion. 21

EVERYBODY
WANTS A DAY OFF OCCASIONALLY.
TAKE YOURS
SATURDAY, August 1.
AND COME TO
STE. ROSE

With the St. James Methodist Afternoon
 Sunday-School.
 Special train leaves Windsor Station at
 9 a.m. Regular train leaves Dalhousie
 Station at 1.30 p.m.
 Tickets—Adults, 50c; children, 30c; may
 be had from C. W. Coates, St. Catherine
 streets, members of school, and at station
 on day of picnic.
 The Ste. Rose Boating Club hold their regatta same day.

M. A. A. A.
NOTICE TO MEMBERS.
 Members of the Association
 and affiliated and con-
 nected clubs are hereby
 notified that the grounds
 have been leased to the
 Shamrock and Cornwall
 Lacrosse Clubs for
SATURDAY, 1st Aug., 1896
 and that all games are,
 there, suspended for that date.
 E. HERBERT BROWN, Sec.-Treas.

BRITISH LIQUOR COMMISSION.
 Toronto, July 29.—Interesting reports
 received at the Dominion Alliance office
 show that the Royal Commission on the
 liquor traffic sitting in England is still
 busily engaged examining officials
 respecting the present license system and
 its effects in the United Kingdom and
 Ireland. It is expected that the commis-
 sion will rise for the autumn adjourn-
 ment during the first week in August
 and resume its labors in the first week
 in November. It will probably sit until
 a week or so before Christmas and then
 adjourn until the meeting of Parliament
 next February.

SUBSCRIPTION RATES.

Daily Witness, \$3.00. Weekly Witness, \$1.00;
 with reductions to clubs; Northern Messenger,
 30c; 10 copies to one address, \$2.25; 20, \$4.40; 50,
 \$10.50; 100, \$20.
 For Great Britain add \$1.04 per annum for post-
 age on Weekly Witness; 28c on Northern Mes-
 senger; \$3.80 on Daily Witness.
 The last edition of the DAILY WITNESS is de-
 livered in the city every evening of publication at
 \$1.00 per annum.

ADVERTISING RATES.

DAILY WITNESS.
 Five lines and upwards, 10c per line. Contract
 on favorable terms.

WEEKLY WITNESS.
 With large type or cuts, 20c per line. One-third
 reduction if set in our usual small advertising
 types. Special contract rates.

L. Quar. 2		July		P. Quar. 17	
N. Moon 10				F. Moon 24	
Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.
			1	2	3
4	5	6	7	8	9
10	11	12	13	14	15
16	17	18	19	20	21
22	23	24	25	26	27
28	29	30	31		

The Daily Witness.

WEDNESDAY, JULY 29, 1896.

In view of their conduct toward Armenia, there is something brazen about the notification sent to Greece by the great powers to the effect that if she continues to assist the Greek peoples who are in revolt against the massacres of the Turks they will withdraw their support of her. Their 'support' of Armenia only encouraged the Sultan and his pashas to continue the massacres until the Turks were sated with Christian blood. The Greeks are to stand by and see their brethren in Macedonia and Crete pillaged and massacred while the great powers also look on, and the Emperor William designs grotesque cartoons in glorification of himself as false as Napoleon's lying bulletins.

The St. Lawrence Yacht Club and Mr. Duggan will have the sympathy of Canadians at least in the ill-fortune which they met at Ogdensburg. After clearly outgunning his formidable opponent and passing over the line in the lead it was hard luck to have fouled a buoy on the way, and thus to have forfeited the prize which would otherwise have been won. The race was a well-contested one, and in Paul Butler and the 'Vesper' Mr. Duggan and the 'Sothis' had foemen worth sailing against. The cup did not go to the best man and boat, but it went to an undeniably good sailor and good boat. It is always vexatious, though, to good sportsmen when a race is either won or lost through fouling or owing to a fluke.

Attacks are being made in the most approved style of the Eatansville press—vide Pickwick Papers—upon the Speaker expectant, Mr. Edgar, in such words as these: 'He seems inclined to work the political machine for all it is worth'; 'It is said that not only are the charwomen and pages about the House to be turned down'; 'Mr. Edgar, unless report belies him, intends to substitute for this regular and experienced staff a gang of political heelers,' etc., etc. Every one of these charges confesses itself to be a work of imagination. Mr. Edgar's doing as asserted is then declared to be 'an act of indecency and lack of personal and parliamentary dignity,' and so on. Singular, is it not, that these very revilers recently, when in search of arguments to defend the testamentary appointments of the late government, made the whole nation familiar with a private letter from Mr. Mackenzie to Mr. Edgar in which that most scrupulous of premiers is found arguing against the greater scruples of Mr. Edgar on

just such a question of political propriety. It is apparently because Mr. Edgar has been a man of exceptional dignity and scrupulousness that it is thought to hurt him by accusations of imaginary delinquencies which he is going to commit in an office with which parliament has not yet invested him. Mr. Tarte is attacked for dismissing men from the public works now proceeding at Sorel. He answers the charge by simple stating that during the campaign in Sorel Mr. Desjardins, who ran for that constituency, caused a large number of men to be taken on, as on the Wellington bridge construction, and the engineer in charge could not find work for them, so he advised their dismissal, which Mr. Tarte sanctioned.

A FAST OCEAN SERVICE.

Canada was the first of all the countries to put steam upon the Atlantic. Nova Scotia gave the start to the first and greatest ocean service in the world in the Cunard line, which still, after well nigh sixty years, keeps the lead of all others. The Allans, with their headquarters in Montreal, were in the days of Sir Hugh said to be the largest ship-owning firm in the world, and their Atlantic liners were at one time the favorite and fastest vessels between Europe and America. It is meet that we who dwell with pride on the banks of the mighty St. Lawrence should be greatly distressed to think of the sceptre passing away from our seaports. Our sympathy is strong with the spirit of enterprise which underlies schemes to restore to our highway its past eminence, but our judgment does not always approve the schemes themselves as being the most practical ways of gaining so good and great an end. In the early fifties the United States disputed the realm of the waves with Great Britain. When the Morrill tariff was adopted as the commercial policy of that country Commodore Vanderbilt, her greatest sea-king, prudently and far-seeing sold his ships for what they would bring, made the biggest of them a patriotic present to the United States Government, and took to railroad. The United States, in many respects the greatest country in the world, containing some seventy millions of prosperous and energetic people, has to-day practically only one foreign seaport on each of her three sea fronts, and, visiting these from abroad, chiefly foreign vessels. One might say, exclusively foreign vessels, for where there is not a very heavy government subsidy the United States flag hardly floats over the high seas at all. By putting a tourniquet upon her foreign commerce the United States has consolidated the national life of her heterogeneous people and prevented their dangerously rapid increase. With an enormous internal commerce she has been able to endure external limitations, which proved fatal to the growth of Canada when she made experiments in the same direction. If Canada has three-quarters of a million of dollars a year to spend on improving her ocean traffic, the question is whether it can best be spent on removing burdens and checks from our spontaneous trade or on the creation of a line of fancy passenger ships. Only let our country grow and let our trade grow, and the mighty ships will follow of their own accord. It is a question whether it pays to fine our merchants doing natural trade, and to subject our merchant vessels to subsidized competition, in order to provide ocean palaces and ocean racers to deflect some of the wealthier globe trotters from the highly subsidized New York route.

Our scheme for a fast ocean line has come gradually down out of the clouds of fancy and assumed the proportions which cold financial facts impose sooner or later on our rosiest enterprises. At first we were going to have a line of ships that would outvie the best that ran to New York for a subsidy of a quarter to half a million dollars a year, deducting mail subsidies now paid. With our advantages of a shorter northern route this line was to enable travellers from Great Britain to reach not only Chicago and the west but even New York and Boston more quickly than by any of the New York lines. There was romance about this, if not probability. Sir Mackenzie Bowell, and

Sir William Van Horne said this could be done, though how it was to be done for the money proposed puzzled those who knew that the United States Government had contracted to pay twelve hundred and fifty thousand dollars a year for a like service. The failure of the Huddart syndicate to get support for its project on this basis was decisive against it, and the government put forth a new project under the guise of continuing to urge the old one. After much persuasion the Imperial Government was induced to promise aid, but only on condition that instead of entrusting a theoretical project to inexperienced people, tenders from regular companies should be called for. To accomplish this the requirement of speed was lowered from twenty-two to twenty knots and a capacity for carrying two hundred and fifty first-class passengers was substituted for the seven hundred or nine hundred that the first proposal implied. For this comparatively second-class service we are to pay three-quarters of a million dollars a year, to be added to a third of a million from the Imperial treasury. This line may shorten the route for business men going straight through to the west, and so add imperceptibly to our through railway business, but it is bereft of the fancy qualities which attract the more luxurious travellers, who would probably want to take in New York anyway. The fastest New York vessels do not pay; they are simply eccentricities of the race for pre-eminence, and their deficits have to be made up from the profits on their slower going neighbors. The 'Etruria' and 'Umbria' of the Cunard line represented a distinct improvement in engineering which rendered the advance in speed made by them commercially possible. The greyhounds which have surpassed them, the 'Campania' and 'Lucania,' have reached their eminence by a ruinous addition of coal consumption. Such being the present condition of the race for ocean pre-eminence, it is a question whether there would be even glory in gaining it. These considerations make the lowering of the demands in the late government's scheme decidedly wise. The question now is whether what is left of the scheme is worth the candle.

What our country chiefly needs to-day is population. Under present conditions we have found it little use bringing population here, as those we have go away. What chiefly prevents the growth of population is the unprofitableness of that industry, which has been the making of America, and which has in the past been our stand-by by absorbing all labor not otherwise employed. The unprofitableness of farming during the past twenty years is due principally to two things—low prices for what is sold and high prices for what is bought. We can improve the condition of the farmer, first by lowering the duties, and so lowering his own expenses and the cost of his labor, and second by securing facilities not for bringing dukes and princes to the palace cars, much as that pleases us, but for getting the farmers' goods to the consuming market. Supposing we have three-quarters of a million a year to spare to improve our ocean facilities, it is a question whether most good would be done by remitting with it so much of the duty on our imports or by supplying cold storage and other facilities for the speedy marketing of fruits, dairy products, animals and other exports. A certain amount spent in bonusing all vessels entering our ports which fulfilled certain conditions of accommodation, regularity and speed would be a practical way of spending money for the development of our shipping business. Perhaps a still more practical one would be the removal of all dues and burdens from vessels entering or lying in our harbors. But by all odds the most important thing to do is to get the duties off which not only so greatly enhance prices but which also terribly hamper the commerce of a country in which capital for paying duties is not redundant. It is unpleasant, no doubt, to bring visions of Aladdin palaces to the test of considerations of dollars and cents, but Canada is not at the present moment in the position of the Astor who amuses himself spending among princes the money his ancestors

amassed. She has at best only reached the stage of those who nursed the fortune which can now be so freely spent. What is wanted just now is to make farming in Canada profitable, and as we have now what is practically a farmers' government, we may hope to see the calculations of the country turned more in that direction.

THE 'BERMUDA' SOLD.

Philadelphia, July 29.—The filibustering steamship 'Bermuda' was sold to-day by J. Millard, a mining architect of New York. He is a British subject and will at once take steps to have the ship's English Custom House registry restored. This can only be done through the Admiralty Office in England, which some time ago cancelled the ship's Custom House registry after she had returned from a successful filibustering expedition to Cuba. The cancelling of the ship's registry virtually made her a prisoner. Since then she has been unable to obtain clearing papers from the Custom House. Several attempts have been made to have her cleared but each time Captain Clipperton, the British Consul, has filed a protest with Mr. Road, collector. Mr. John D. Hart, the managing owner of the ship, refused to talk about the terms of sale.

LARGE BRICK MANUFACTORY.

Sherbrooke, July 28.—Upon invitation of Messrs. D. G. Loomis & Sons a large number of the leading citizens of this city visited their extensive brick kilns to-day which are situated at Ascot Corner, Que., about six miles from the city of Sherbrooke, on the line of the Quebec Central Railway. They have lately built an extensive kiln upon the latest and most improved plan, capable of turning out 35,000 bricks daily, for which they find a ready sale. The kilns are very favorably situated at Ascot Corner, being in close proximity to the clay and sand pits, which is drawn into the kilns by means of cars with a wire rope, and the whole outfit is built upon the most improved labor saving plan. The party left Sherbrooke by a special train via the Quebec Central Railway. About two hours was spent in looking over the works, the party returning to the city at 12.30.

WINNIPEG NEWS NOTES.

Winnipeg, Man., July 29.—All the Winnipeg papers express pleasure that Sir Donald Smith is to be returned as High Commissioner at London. Oscar Hollinger, a well-known young Winnipegger who had an arm and leg taken off by a railway train on Saturday, died to-day.

CURFEW BELL IN WINDSOR.

Windsor, Ont., July 28.—Windsor has adopted the curfew by-law, and hereafter, children will not be allowed on the street after nine o'clock at night. No provision has been made for the enforcement of the law, but it is presumed that the police will be obliged to compel obedience to it. The Fire Department will attend to the ringing of the curfew bell. The by-law was passed last night by the Council, in deference to the wishes of the Women's Christian Temperance Union and the Society of Christian Endeavor.

THE HARBOR BOARD.

The ordinary weekly meeting of the Board of Harbor Commissioners was held yesterday, when several matters of importance were discussed. With regard to the present position of No. 8 dredge in the current St. Mary, and the danger of rafts going down not in tow of a steamer, the secretary was instructed to notify the owners of rafts coming down that they must comply with by-law No. 28, which requires them to have their rafts in tow of a steamer when passing through the harbor.

A letter, accompanied by a protest from Mr. Bertrand, notary, was read, on behalf of several barge captains, protesting against the steamship 'Numidian' for not slowing down when passing them in Lake St. Peter, causing them damage. The matter was laid on the table. A letter was also read from Vice-Admiral Brakley, forwarding a report from the Captain of H.M.S. 'Tartar,' regarding a collision which was narrowly averted and complaining of the pilot of the 'Sardinian,' and asking that an enquiry should be had. It was decided that the Admiral be informed that the matter would be looked into, and in the meantime, the pilots are notified to appear at the office and make explanations.

A petition was also received from pilots to have certain buoys placed near the Sugar Refinery wharf at Maisonneuve. It was referred to the Chief Engineer for report.

FATHER PARADIS' COLONY.

The Rev. Father Paradis, who was in the city yesterday, feels enthusiastic over the results of his colonization movement in the region of Lake Nipissing. He says that the crops have a splendid appearance and the numerous settlers who have gathered around him are now sure of success. The object of Father Paradis' present visit is to organize a syndicate to still further extend the colonization movement in the Nipissing region.

MONASTIC CIVILITIES.

The Dominicon Fathers of St. Hyacinthe will celebrate the feast of the founder of their order, St. Dominick, with great solemnity, on Tuesday next. On that occasion the religious services will be performed by Franciscans, in accordance with the time-honored custom for each order to invite members of the other for their respective patron feasts, and that in remembrance of the intimate friendship that existed between St. Dominick and St. Francis.

ALLEGED NEWSPAPER DEAL.

In connection with the alleged appointment of Mr. Alfred Thibaudeau to a seat in the Senate, the 'Minerve' mentions the rumor of the possible purchase of the 'Patrie' by the proprietors of the 'Soleil.' It must not be forgotten, however, that Mr. Beaudrand has repeatedly declared that his journal was not for sale.

OPPOSITION PROGRAMME.

WILL PRESENT NO FACTIOUS OPPOSITION TO THE ELECTION OF MINISTERS.

INTERESTING COMMENTS OF THE
 AN INTERVIEW WITH SIR CHARLES TUPPER.

Toronto, July 28.—Sir Charles Tupper arrived at the Queen's Hotel yesterday and took up his quarters in the chamber of state, the Hon. Mr. Tupper. There he received prominent Conservatives throughout the country. When a reporter saw him, Sir Charles was looking rather fatigued, and conversation he was as spirited as usual.

'Of course we all want to know what brought you here,' said the reporter. 'Well, the obvious reply to that would be that the train brought me here,' said Sir Charles, 'and it is a very charming and hospitable city to come to when one is so disposed. You will understand that it is not always desirable to proclaim one's intentions from the newspapers, but you will also remember that at the present juncture consultation with the leaders of the Conservative party is most important.'

'Has Mr. Laurier's recent declaration of his policy anything to do with your visit?'

'Nothing whatever.'

'What do you think of that declaration?'

'My opinion of Mr. Laurier remains the same as it did when I was first called to lead the Conservative party in this country. I think he uses language to conceal his thoughts when he says, "But I do not think he has any thought or conviction on any public question." Formerly he was groping for a way; now he is groping for means to retain that majority. He is still unrepentant in Torres Vedras, but the time will come when he will have to leave the retreat and then the storm will come. With Mr. Laurier as Premier the Conservative party cannot fail to return to power at no distant time.'

'Then the Conservative party is still entirely?'

'The Conservative party is stronger than ever it was in its history. It is the strongest Opposition that ever sat on the left of the Speaker in the Canadian House of Commons. I would have sworn the country had not been for this unfortunate religious question. I was obliged, by virtue of the constitution, to maintain the conservative and thereby lost some followers. Now that Mr. Laurier is Premier the responsibility of maintaining the constitution is placed on his shoulders, and my followers can follow the wishes of their constituents, or their own predilections and at the same time remain loyal to their party.'

'Would you, then, oppose Mr. Laurier if he introduced a remedial bill?'

'If he introduced such a remedial bill as I put forward, he would have my earnest support, but I am not bound to support any remedial bill that he may bring along.'

'What do you think of the new plank the Liberals have produced within the last few days—that of the development of the North-West?'

'I am glad to see them convert to principles they have opposed for the past eighteen years. If they have got new light at this late day I am glad of it. That they should choose to borrow my policy I may have advocated I take as a deep and sincere compliment to myself. If they propound any measure for the good of this country it shall have my most cordial support.'

'I suppose that holds good of the preferential trade plank and fast Atlantic service?'

'Certainly,' said Sir Charles. 'With me it is country first of all. Party considerations must drop into the background before all measures which may advance the nation's welfare.'

'Shall you go in very extensively for protests against Liberal members?'

'No, I do not believe in factious opposition. If we have a fair chance to unseat a member and elect a Conservative in his place we have a perfect right to do it, but I should oppose all efforts to create mere factious difficulties.'

'Does that hold good in case of ministers seeking re-election?'

'Yes, if we have a fair chance of defeating a minister we shall exercise our rights in opposing him.'

'What do you think of the proposal to hold a Conservative convention?'

'There is no time for it before the House meets. Afterwards, if the party leaders consider it advantageous it might be called together.'

Toronto, July 29.—(Special.)—The 'World' claims to have secured two important admissions from Sir Charles Tupper at the Queen's Hotel yesterday. It says: 'The statements Sir Charles Tupper made yesterday show first, that remedial legislation, as far as the Conservative party is concerned, is an issue of the past. The recent election has settled that. Personally, Sir Charles Tupper says, he will support a bill if it seems to do what the bill is introduced to do, but every other man in the Conservative party is free to do as he sees fit on the question. So remedial legislation goes by the board as far as the Conservative party is concerned. What a fine thing it would have been for the Conservative party if it had gone to the board eighteen months ago. Sir Charles made another significant statement. He says there must be a moderate and unopposed party to cooperate and improve the platform, and for purposes of organization. The convention will be held after the first session. The 'World' concludes: 'One common plank on which all Conservatives agree is a national policy of protection and this to-day is the bond which may soon reunite the broken ranks of a once great party.'

St. Thomas, Ont., July 29.—It is understood that a movement is on foot to unseat Mr. A. B. Ingram, M.P., for East Elgin.

WATER RISING.

Kingston, Ont., July 29.—The water in the St. Lawrence River is fifteen inches higher than at this date last year.

THE RECENT ELECTIONS.

OPINIONS OF THE FRENCH PRESS ON MR. LAURIER'S ADVENT.

...sense, referring in the columns of the press to the triumph of the Liberal party in the recent elections, Mr. Laurier is seen in his triumph. He is given to the political supremacy of the Catholic Church by French Canada which none the less is to be the devoted and obedient subject of the same Church in matters of religion. The Liberal party from the seeking annexation with the United States, and he comes to the conclusion that this French-Canadian represents, in the highest possible degree, the loyalty to the British flag and the independence of civil opinion toward the United States.

The personal force of the man is the "golden tongue" of the Liberal party, and people ask how Mr. Laurier managed to keep Quebec by his side. The answer is: "The personal force of the Liberal leader was what allowed such dangerous utterances to pass without a national party who are so proud of their rights, and neutralized the influence of the Catholic clergy which remains so strong over people who are not in that clergy the governing force of French-Canadian nationality."

The "Sicile" is convinced that Mr. Laurier's advent to power means the triumph of the French-Canadians in Manitoba, at an early date. The "Monde" says: "Have the Catholics won a victory or have they lost with a defeat? It is pretty hard to say for the whole question is to know what use will be made of their victory. The Liberal majority, who, up to that date, were hostile to the Remedial Bill and to all encroachment on the autonomy of the provinces, but whose leader, Mr. Laurier, is a Catholic Canadian."

The "Gazette" says: "For the first time, the Prime Minister of the Confederation will not be a Protestant Anglo-Saxon, and it is a sign of the times that the advent to power of a Catholic French Canadian should precisely mark the starting point for erasing from politics that Catholic Church whose influence has at times been so beneficial. Who knows what is reserved in the future for the newly-established order of things and what may be its effects on the destinies of Canada?"

SITUATION IN NEW BRUNSWICK.

St. John, July 29.—The political situation is somewhat interesting in this province because of the desperate straits to which the Conservative party has been reduced in a few short weeks. From being a force they are but a drag on the wheels of progress.

A few days since the Conservatives held a caucus and took steps to organize. They are considering the matter of protest and this has set the Liberal organization in motion and counter protests are in course of preparation. It is admitted by everyone in the least independent of the Liberal party that the Conservatives are in a desperate straits, and in a few short weeks. From being a force they are but a drag on the wheels of progress.

Conservatives in power, not that he was a Tory, but he wanted to have a pull. He may vote with Mr. Laurier now, if not a protest will place Colter back again, as Mr. Laurier is Liberal.

Then there are threats of unseating the Liberals, Domville, Ellis or King as they do not fear investigation of election expenses as they had nothing to pay for as for Tucker, I can not be so sure, but it is safe to say that if any money was spent for votes for him, it was spent for votes for him.

Another question that is being much asked is where the Hon. Mr. Blair got a seat. For the information of the anxious ones it may be said his seat has been decided on long since and that shape that any opposition to election will be a very forlorn hope. He has enemies, but none of them will care to put up the necessary money.

Canadians here agree that the Laurier government is the strongest cabinet that Canada has ever had, and Conservatives admit that if the remedial policy does not make a wreck of the party the Liberals will be in a position to hold office for many years.

NOTABLE CHINESE IN TOWN.

Among the arrivals at the Windsor Hotel this morning were several Chinese. They were Mr. Hsu, Chinese Consul at New York, and wife; H. W. Hsu, Secretary of the Chinese Legation at Washington, D.C., and wife; also Mr. Hsu, Feng and Li, members of the Chinese Consulate at Shanghai.

Mr. Hsu, Feng and Li, members of the Chinese Consulate at Shanghai, were apparently very interesting. They were accompanied by a Canadian lady, and life as much as their own. The entire party, with the exception of Mr. Hsu, left for the Pacific coast, returning to Washington in a few days. The latter is greatly interested in what he has seen of the country, and said that it is a great pity that the relations between Canada and the United States are not so friendly. Accompanying the party was Mr. S. Gagan, New York Agent of the C.P.R.

WHILE COUPLING.

A man named George Stuart, in the employ of the C. P. R., had two of his fingers crushed while engaged at work in the freight siding at the St. Lawrence Hotel, where he was attending to.

RAILWAYMEN'S CHRISTIAN ASSOCIATION.

A number of members of the Railwaymen's Christian Association from the Rouse's Point, N.Y., and Whitehall, N.Y. branches, held a meeting on Sunday morning last, in Unity Hall at Point St. Charles, and also assisted in the morning services at the Centenary Church. Mr. J. R. Nutter presided at the meeting in Unity Hall, where an able address was delivered by Engineer Stafford of the Delaware and Hudson Railway.

In the afternoon the opening services at Unity Hall were conducted by the Rev. Dr. Ker, who, after they were concluded, made way for Mr. Prout, the secretary of the Railwaymen's Association of Rouse's Point. Earnest and fervent addresses were made by the visiting railwaymen and others. At the conclusion of the meeting, it was announced that Mr. Hays, the General Manager of the Grand Trunk Railway, would grant free transportation to all railway men who wished to attend the Railwaymen's Christian Convention that is to be held in Montreal in September, on their applying for the same through their respective superintendents. If the visiting delegates would notify the executive committee of their names, proper billings would also be arranged for them.

UNDERGROUND WIRES.

A SPECIAL MEETING OF THE COUNCIL TO BE HELD.

Notwithstanding the oppressive heat, several aldermen called upon the Mayor this morning and asked him to call a meeting of the City Council at as early a date as possible. The Mayor said that the demand was scarcely in order, as a number of the members of the Council were out of the city, and that it had been understood that no meeting would be called while they were away. However, after some discussion, the Mayor decided to call a meeting to be held on Tuesday, Aug. 4, next, to reconsider the resolution of the City Council of July 13, in the matter of the granting of leave to the Bell Telephone Company to lay underground conduits on certain streets, and to oblige the contractors who have given guarantees, to make the necessary repairs to sidewalks and streets.

A FATAL ACCIDENT.

Jacques Alphonse, a laborer in the employ of the Dominion Coal Company, while working yesterday morning on board the S.S. "Cape Breton," was struck by a heavy iron coal-scoop that had, somehow or other, become detached from its fastenings and which fell upon him. The General Hospital ambulance was sent, and the man quickly conveyed to that institution, where an examination was made of his injuries, which proved to be of a very grave nature, including a fractured skull, various lacerations and internal injuries. Alphonse lingered till four p.m., when he died. Coroner McMahon held an inquest at the hospital this afternoon at two o'clock.

FROM PENNSYLVANIA.

Among the American tourists who arrived in Montreal this morning, are the following, who formed a party of Pennsylvania excursionists, and who registered at the Windsor Hotel:—Mr. and Mrs. Bruckmann, Miss E. C. Bingham and Mr. W. E. Fronaya, Philadelphia; Mr. and Mrs. G. E. Leister, Philadelphia; Mr. and Mrs. W. W. and Misses I. and E. S. Stoothoff, Flushing, L.I.; Mr. and Mrs. A. A. Elsie, and Mr. and Mrs. E. D. Kirch, Newark, N.J.; Mr. L. E. Roane, Mr. L. R. Gaines and Mr. and Mrs. W. C. Moore, Baltimore, Md.; Misses J. R. and E. Breimecke, Altoona, Pa.

A SHORT-LIVED SOCIETY.

A number of residents of St. Henri, with Mr. J. A. C. Madore, M.P., at their head, recently organized a philanthropic society under the name of "La Provinciale," which was registered in the Tutelle Office yesterday. However, at a meeting held yesterday evening the members could not agree on certain points, and it was then decided not to go on further with the scheme. Consequently a declaration of dissolution was filed in Court this morning.

THESE ARE THE CLOTHES, WHERE IS THE MAN?

A man's clothes, since ascertained to belong to one William Cowan, a laborer, of St. Henri, were found last night on the canal bank, close to Clendinning's foundry. It is surmised that Cowan has been drowned, but up to the present his body has not been found.

CRUELTY TO HORSES.

In the Recorder's Court this morning Judge DeMontigny fined Louis Lacapelle, a driver, one dollar and costs or eight days in jail for working a horse with a sore back and a sore shoulder. Another individual named H. Kelley, following the occupation of a coal driver, was also fined one dollar and costs or eight days in jail for a similar offence. Inspector Fletcher of the S.P.C.A., proved both cases.

KICKED BY A HORSE.

A man named Gareau, living at Davidson street, Hochelaga, was brought to Notre Dame Hospital about 6.30 o'clock this morning suffering from serious injuries caused by a kick from a horse. Although in a somewhat dangerous condition he was reported this afternoon as being a little better.

THE HOSPITAL FOR THE INSANE.

The medical superintendent's report for week ending July 29, 1896: Number of admissions, 7; discharged, cured, 3; readmissions, 1; deaths, 1. The visiting governors for week beginning Aug. 6, 1896, are Messrs. G. B. Burland, Jonathan Brown, T. A. Dawes, Jonathan Hodgson.

BEAT HIS WIFE.

This morning Magistrate Lafontaine fined Napoleon Martineau of St. Margaret street, \$10 and costs or beating his wife yesterday.

BODY FOUND IN THE CANAL.

The body of a man who has not yet been identified was found this morning in the canal near Black's Bridge.

LOOKS LIKE MURDER.

Owosso, Mich., July 29.—Jack Entwistle, the boss of the east section of the Detroit, Grand Haven & Milwaukee road, was found yesterday cut to pieces on the track south of the junction. There are said to be conflicting stories as to his being seen drunk last evening. He had only been in Owosso six weeks, coming here from Port Huron. He was about 30 years old, and is said to have a wife and children at Woodstock, Ont. There are rumors of foul play based on the facts that there was little blood on the track and that his shoes were found quite a distance from his limbs, they evidently having been taken off.

YARDE-BULLER DIVORCE.

London, July 29.—A decision was handed down to-day in the divorce division of the High Court of Justice in the Yarde-Buller divorce case. The court grants a judicial separation to Mrs. Yarde-Buller, who is the daughter of the late General Kirkham of San Francisco, and dismisses the petition of the husband, the Hon. Walter Yarde-Buller for divorce, ordering him to pay the costs of the action. The case has excited much interest in fashionable circles, and much sympathy is expressed for Mrs. Yarde-Buller, who while testifying in her own behalf told a distressing story of her domestic life.

DIED AT WADY HALFA.

London, July 29.—A despatch received here this evening announces the death at Wady Halfa of a special correspondent named Garrett, who represented an American newspaper. Mr. Garrett's death was the result of an attack of dysentery.

SILVER QUESTION IN THE SOUTH.

Colon, Columbia, July 29.—All business in exchange with Costa Rica has become paralyzed in consequence of the going into effect of the new law prohibiting importation of Colombia of foreign silver. The political situation throughout the country is quiet.

LOOK OUT FOR HIM.

Portland, Oregon, July 29.—George McConnell, grand keeper of record and seals of the Knights of Pythias of Oregon, has disappeared and his accounts with the order are said to be \$2,000 short. It is said he has gone to his former home in Canada.

A NEW PROFESSOR.

Halifax, July 27.—Ebenzer McKay, B.A., Ph.D., has been elected to the McLeod Chair of Chemistry and Mineralogy in Dalhousie University. Recently he has been lecturer assistant to Dr. Ira Remsen in his course in organic chemistry to graduate students at Johns Hopkins, and is now pursuing special studies at Harvard University.

SIR OLIVER MOWAT.

Toronto, July 29.—Sir Oliver Mowat goes to Ottawa to-day to take up his residence there.

CANADA'S FOREST WEALTH.

The 'North-eastern Lumberman' says: 'The forests of Canada have supplied more or less the wants of Europe for centuries. From the earliest days of its occupation by the French, the forest wealth of the country washed by the St. Lawrence engaged the attention of the government of France, who saw therein vast resources available for their naval yards. They drew from these forests large numbers of masts and spars, and issued stringent regulations for the preservation of the standing oak. When the country was first ceded to Great Britain, but little attention was paid at first to its vast timber supply, owing to the fact that almost the whole of the Baltic trade was carried on in British bottoms, and that the timber of northern Europe provided an unfailing and convenient return freight for the shipping thus engaged. When, however, the troubles of the Napoleonic era commenced, and especially when the Continental blockade was enforced, the timber supplies of the Baltic becoming uncertain and insufficient, attention was directed to the North American colonies, with the result of increasing the quantity of timber which reached Great Britain from 2,600 tons in the year 1800 to 125,300 tons in 1810, and to 308,000 tons in 1820. In 1895 the amount exported to the United Kingdom showed a total of 1,310,685 tons.'

CONSENT TO ASSIGN.

Joseph Elie Levesque, trader, has filed a consent to the demand of assignment made upon him by Chs. Grothe. A similar consent has been filed by Toussaint Crevier, stove manufacturer, to a demand of assignment made upon him by Chs. Mignault.

INJURED BY AN ELECTRIC WIRE.

A man named Charles Madden is lying at the Western Hospital, having been severely injured while engaged in fixing an electric wire.

CHESS AT NUREMBERG.

Nuremberg, July 29.—The following was the pairing of the ninth round in the international chess tournament, played in this city this morning: Pillsbury vs. Lasker; Albin vs. Schlechter; Bogas vs. Marco; Walbrodt vs. Maroczy; Janowski vs. Schallopp; Tarrasch vs. Winawer; Steinitz vs. Showalter; Tschigorin vs. Teichmann; Choussevsky vs. Blackburn; Schiffers had a bye. Up to one o'clock the following results were arrived at: Janowski beat Schallopp in a queen's gambit after 21 moves. Tarrasch beat Winawer in a Sicilian defence after 29 moves. Steinitz beat Showalter in a Kiezeritz by gambit after 81 moves. The other games were adjourned.

NOTES AND NOTICES.

'The Inventors' Guide.'—This valuable book tells how fortunes are made in patents, how to obtain a patent at small cost, how a rough sketch of your invention is all that is necessary, how a poor inventor made a million dollars, suggests new ideas that bring fortunes. Book mailed free to anyone. Address Marion & Laberge, 185 St. James street, Montreal.

THE BRUSSELS INTERNATIONAL EXHIBITION.

An International Exhibition is to be held in Brussels next year, opening on April 24 and continuing until November. It will be conducted on a huge scale, and will rival in beauty and extent the most noted undertakings of this kind held in the past. It will be divided into fourteen sections, including, among others, industrial and decorative arts, lighting and heating, electricity and traction, social economy, hygiene, medical and pharmaceutical arts, life-saving apparatus, military science, sporting apparatus, manufactures, arts, agriculture and horticulture, practical teaching, economical institutions and manual labor, industries for women and female industrial training, commerce, colonies, etc. Congresses, fetes, singing and musical competitions will be organized during the exhibition. The exhibits will occupy the Parc du Cinquantenaire and the Parc de Tervuren. The buildings will be of elegant and ornate design and capable of accommodating all applicants with ease. The King of the Belgians has given his royal patronage to the undertaking, and it will be presided over by H.R.H. the Count of Flanders, with the Count d'Outremont acting as Commissioner-General of the Belgian Government. Nearly all the leading countries of Europe and America have already announced their intention of participating, and it is expected that Canada will be fully represented. Canadians wishing to exhibit can obtain information from Mr. Jesse Joseph, the Belgian Consul, The fact of the exposition being held in one of the most beautiful and gayest of European capitals will be an exceptional attraction in drawing large numbers of visitors.

DR. DAGENAIS'S WILL.

The will of the late Dr. A. Dagenais has been filed in the Tutelle Office. The whole of deceased's estate is left to his widow.

HERE AND THERE.

The Queen of Portugal, the most beautiful crowned head in Europe, has taken Roentgen photographs of the waist of her court ladies to demonstrate the evils of tight lacing.

The Queen of Serbia sleeps on a hard mattress and without a pillow. It is claimed, in consequence, that her figure is perfect and the carriage of her head stately and natural.

The Duke of Fife's Highland Castle, to take the place of Mar Lodge, which was destroyed by fire, is nearing completion, and was inspected by the Queen before she left Balmoral. It has cost £20,000, and will be lighted by electricity, the power being derived from a waterfall.

Some of the wives of the Derwishes, who escaped at the battle of Firket, have refused to return to the Sudan, saying they prefer to remain under Egyptian rule to the constant troubles and disturbances under the Khalifa's.

The 'Cyclist' utters a much-needed warning against the danger of street-riding. 'The liability of the so-called safety bicycle to skid upon greasy roads is its one great danger. It is a danger which sets at naught all the skill of the most skilful, and, moreover, it is a danger which is not understood and appreciated at its full by novices.'

The Princess of Wales was unable to suppress her sense of the humor of the situation when on Friday she was publicly presented to her husband in his capacity of Chancellor of the University of Wales to receive from him the degree of Doctor in Music. The fact reminds us of another occasion, many years ago, when Her Royal Highness and the Prince alike, in spite of severe efforts of self-control, gave very evident signs of extreme amusement under similar circumstances. The Duke of Cambridge was before them in his capacity as President of the Orphan Working School, most solemnly reading a formal address to them. The spectacle of their military cousin in such unwonted character was quite too much for their equanimity.

The Prince of Wales had the bones of his hand photographed by means of the X rays.—There has been a further advance in the Roentgen-ray photography. The heart and other internal organs have been seen in action, and their condition, whether healthy or otherwise, clearly established.—A French professor claims to be able to photograph thought. He declares that by the aid of his hand on his forehead he can project his thoughts or his ideas on a photographic plate in the dark.

Since Her Majesty's return to her Berkshire home, she has found that satisfactory progress has been made, owing to Lord Lorne's good offices, with the movement for cleaning, restoring, and distributing in cases in the Royal Library, a large number of valuable old MSS. which have been stored away many, many scores of years in cupboards and underground closets as so much lumber. Some of the MSS. are of important historical interest. The Queen, who last year was not able to walk, even with assistance, to her library, has been more active lately than for some time past, to the great delight of her children and grandchildren.

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GULF REPORT.

L'Islet—Clear; west wind; inward at 8 a.m., Bengore Head and Valada. River du Loup—Clear; west wind; yacht last evening at 5 o'clock. Father—Clear; west wind; inward at 1 a.m., Huron; 9 p.m., Irishown Head. Martin River—Clear; west wind; inward at 6 a.m., Campana. Fame Point—Clear; calm; inward 3 a.m., Wandsworth. Cape Roemer—Clear; northwest wind; outward yesterday at 2 p.m., brig Rapid. North Shore—Clear; calm; inward at 6 a.m., two bargues of Trinity Bay. Seven Islands—Inward at 7 a.m., Otter. Anticosti—Clear; variable wind; yacht Laura as English Bay. Low Point—Clear; north-west wind; inward Turret Bell, Glenlivet; outward yesterday afternoon Huelva, Polino and Louisbourg. Cape Race—Foggy; north-east wind.

SHIPPING AND HARBOR NOTES.

The Selkirk, a full rigged ship from Illoilo with a cargo of 2,500 tons of sugar for the St. Lawrence Sugar Refinery arrived in port this evening at five o'clock, consigned to Anderson, McKenzie & Co. The Selkirk sailed from Matland, Nova Scotia, and is close on 1,900 tons register.

The Thomson Line SS. Escalona from Montreal on the 17th passed Lewis on the 24th instant, and reports her shipment of live stock, 220 cattle, 178 sheep, in good condition.

Quebec, July 29.—The divers having succeeded in stopping the leak in the SS. Iona she left for sea last night.

Southampton, July 29.—Arrived, SS. St. Paul from New York.

R. & O. CO. TOUR OF INSPECTION.

The directors and principal officials of the Richelieu and Ontario Navigation Co. will leave Montreal on Friday night on the regular tour of inspection of the company's routes east of Montreal. In the party will be Mr. L. J. Forget, president of the Company; Colonel F. C. Houshaw, Messrs. Hector Mackenzie, R. Forget, C. Paradis, E. B. Garneau, M. Connolly, James Swift, W. Hanson, William Walwright, vice-president, and Joseph Louis, directors. Sir Adolphe Chapleau will join the party at Quebec and complete the trip with them. The terminus is Chicoutimi, and the inspection will occupy four days. Later in the summer the president and directors will inspect the Royal Mail route between Montreal and Toronto.

HARBOR COMMISSIONERS MEETING.

The Board of Harbor Commissioners held their weekly meeting yesterday afternoon, at which several matters of interest were discussed.

With regard to the letter from Vice-Admiral Erskine, forwarding a report from the captain of the H.M.S. 'Tartar,' complaining of the pilot of the Sardinian, and requesting that an inquiry be held, it was decided to inform the admiral that the matter will be looked into, and in the meantime the pilots will be notified to appear at the office and explain.

A letter was read from Mr. Bertram, notary, who, on behalf of several captains of barges, protested against the SS. Numidian for not slowing down when passing them on Lake St. Peter, causing considerable damage to the barges.

After some discussion the matter was laid on the table. A petition from pilots to have certain buoys placed near the sugar refinery wharf at Maisonneuve was referred to the chief engineer for report.

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ENTHUSIASM AT HIS ST. JOHNS DECLARATION.

SOCIALISTS BREAK UP IN A ROW IN LONDON, ENGLAND.

CANADIAN RIFLEMEN AT BISLEY.

ROBERT BURNS' DEATH CENTENARY.

THE TRIPLE MURDER OF THE HERBERT FULLER.

Other Articles:—No Cattle Sheds for Slaughter at Belfast—Transvaal Raid—Reverie at the Matopos Hills—Rust in Wheat—Bryan's Candidature—The Boys' Page—Dead Set Against Calico—Home Department—Sunday-school Lesson—C. E. Tople—Mr. Laurier's Policy—Cabinet Reorganization—The Saltcoats Settlement—Farmers Want Tariff Reform—Royal Betrothal—The Chinese Bismarck—Hot Fighting at Ferkesh—Helen Keller—King Alfonso of Spain—Vioce Regal Sympathy—Repudiation Alarm in England—Princess Maud's Wedding—Death of Charles Dickens—Chess at Nuremberg—The Week in Ontario—Commercial, Financial, Legal and Medical Departments—Cloudburst in Colorado—Manitoba Wheat Crop, etc.

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The Boys' Page.

What One Vehicle Did.

(Youth's Companion.)

Many and various have been the outfits and 'rigs' devised for economic camping-out tours during the last ten or fifteen years, since summer outings became popular. One of the most popular of all for young people of moderate means, has been the 'one-horse camp,' a wheeled vehicle five feet wide by fifteen feet long, divided in two apartments and mounted on two pairs of wagon wheels. In such a contrivance, freighted with a stock of eatables, a party of six or eight can make a long trip through any sparsely settled tract of country, camping high and dry whenever or wherever night or storm overtakes them. If the camp is made of light material, thin basswood boards, for example, one strong horse can draw it, by favoring him on hills.

The main objections to this outfit have been that the horse puts the party to some little care or anxiety at night, and that the campers, even the ladies, may often be obliged to walk—an exercise to which too many American girls have a deep-rooted aversion.

An acquaintance of mine thinks he has solved the problem of a travelling camp, but it cannot be said that he has perfected his device. It is certainly an ingenious contrivance, and strange to say, he does not design shutting it up behind a 'patent.'

No horse is needed, and nobody need walk up hill or down. Its ordinary 'jog' is from five to six miles per hour; but the inventor claims that it will easily go twenty miles per hour, road and surface obstacles permitting; and from what I have seen of it, I should say that this speed has already been attained.

One day last summer I received from my acquaintance a letter, manifestly written in the heat of inventive enthusiasm:—

'Please come to my place next Saturday, and I will show you the greatest thing you ever saw. It is an Auto-Mobile Camp for a good-sized party; one that you can go all over the country in if you want to. You can go to San Francisco and back. No old horse to feed and take care of. No walking up hills. You get aboard and scoot right off six miles an hour; faster if you want to and the road is smooth. Scarcely any expense. Costs very little to run it. Develops four horse-power or more. Can haul all the load you want, and take provisions enough for six months. Don't fail to come. You are the first man that I am exhibiting it to.'

Who could resist such an invitation as that? No one who takes an interest in camping out, and of course I put in an appearance as solicited.

'Come right out this way, back of my stable here!' exclaimed my friend, with impatient ardor, as I drove into the yard. 'My man here will take care of your horse. Horses will soon be at a discount, if my new invention does what it promises,' he added, briskly.

What I saw on the open ground in the rear of the stable may be described superficially as a vehicle of four wheels with large, pneumatic rubber tires, upon which was mounted a long, light, airy-looking platform. In advance of the forward wheels and connected with them by a kind of 'tongue' was another wheel, somewhat like the forward wheel of a bicycle, provided with a steering head and a seat behind it for the driver, engineer or steersman.

Beneath the platform was a small, ovoid tank, cylinder and piston-rod, the latter connecting with the rear pair of large wheels by means of a crank-axle. In short, it was a little gasoline engine, in which, however, kerosene oil could be used if preferred.

A tiny stream of the oil trickled through a little pipe to the cylinder, and was there burned, teaspoonful by teaspoonful, to make the power. It was ignited by the flame of a little lamp protected by glass, like a lantern. The engineer or steersman, from his seat behind the steering-wheel, could shut the oil off or turn it on at will.

When in motion, travelling on the road by day, the platform looked like a long pleasure wagon, having four high-backed seats, with lockers under them for carrying luggage.

At night, for camping, these seats could be turned about and transformed into bunks, or berths. The sides of the platform could be let down by hinges and extended out over the tops of the wheels on both sides, so as altogether to form a floor nearly eight feet wide by fifteen long.

On the floor thus formed, a light but strong frame of ash rods, which fitted to each other by little clamps and thumb-screws, could be erected. A suit of waterproof cloth was made to fit this frame as a tent, and lo! there you were, encamped for the night.

The inventor showed me how, in three

minutes after stopping, one man could transform the wagon to a camp and pitch the tent.

'But hop in!' he exclaimed. 'Take a seat there, and I'll show you the action.'

I have just this morning put on these wheels with the pneumatic tires, and I shall have to fit on a soft brake for them, so as not to wear them out too fast, since they are somewhat expensive. So I have taken off the iron brakes. But in reality no brake is needed on level roads. When the gasoline or kerosene is shut off, the camp stops. I am using gasoline this morning, but kerosene can be employed. A gallon of kerosene oil will run the camp fifteen miles, so you see that the expense is the merest trifle.

Not to evince timidity, I climbed to a seat on the platform; for my friend—I will call him Edson—had shifted the camp to its day rig again. But I kept a firm grip on the arms of the seat, and measured the distance that I should have to jump in case I wished to take leave of the contrivance suddenly.

Edson pushed gently at the vehicle, causing it to move slowly; he then pulled at a handle attached to a long rod which extended to the feed-pipe of the tank, and vaulted into the steersman's seat. The 'ignition lamp' had been already lighted, and the admission of gasoline to the cylinder was followed by a short, barking puff and a rather sudden jerk. The vehicle moved on all right, however, the engine giving off a series of sharp puffs as the piston-rod moved to and fro.

We went at a good rate across the level field at the rear of the stable, and stopped on reaching the fence. Afterwards we went back, and continued going back and forth—a distance of a hundred yards perhaps—for eight or ten times, making the turns readily. In fact, it appeared to be easily steered.

'You see!' cried my friend, enthusiastically. 'It is just as safe and as tractable as an old horse. Now let's try the road. Of course we must use care, on account of meeting people driving horses which may be skittish,' Edson added.

My confidence in the vehicle had risen, and I kept my seat with greater cheerfulness as we trundled out of the yard upon the highway. My friend was prudent and moved slowly, with due regard to several double teams and single wagons which we soon met. He gave them all the 'largest hall' of the road, and even stopped where the horses appeared restive.

It must be confessed that the short puffing of the engine and the peculiar odor of the burned gasoline alarmed the rural steeds, and some of the country people driving looked to be almost as much startled as their horses.

Still we succeeded in passing them without causing any serious trouble, and in this cautious manner moved out of the little village for a mile or two, where a lengthy stretch of straight, nearly level road, known as 'Sanborn's Plains,' could be seen extending away ahead of us, with no teams in sight.

'It's all plain sailing here,' Edson remarked. 'We can speed up a little.'

He pulled at the rod, and immediately the Auto-Mobile quickened its pace, puffing rapidly. The motion was very pleasant, for the pneumatic tires bounced softly over the inequalities, and the pace was not disquieting to one used to steam-car speeds. I should think that we were soon moving at a rate of fifteen miles per hour. All the gear appeared to work beautifully, and the greater the speed, the more smoothly the vehicle ran.

The three miles of plains were soon covered, and as we approached a turn of the road amidst woodland, Edson turned to me with a triumphant smile, and remarked that he would now slow down.

He pulled at the cut-off rod, but for some reason or other we did not reduce our speed. Then he pulled again, but still we careered onward. Thereupon my friend peered back at the engine as if in perplexity.

'Anything wrong?' I called to him.

'The shut-off rod is cramped,' he said.

'I wish my brake was on.'

He pulled at the rod again and again, but was soon obliged to devote his attention to the steering head, for by this time we had reached the bend in the road and dashed around it. Ahead was a long, easy hill, which the Auto-Mobile began to ascend at full speed. A man, driving a horse and farm wagon, was coming down. He promptly took the gutter, jumped out, and had a lively struggle with his horse as we rolled past.

Edson, meantime, was 'yanking' smartly at the rod again, but could not start it.

'It's of no use!' he called back to me. 'I cannot shut off. Can you not reach down on the right side there and give a pull at that rod? Pull ahead if you can.'

To reach beneath the body of a vehicle going fifteen miles an hour over a country road and grasp a rod amidst a quantity of swiftly-moving machinery is something of a feat, I submit; but I attempted it, holding to the arm of the seat

with my left hand.

At length I got hold of the right rod, but let go instantly! It was very hot. I put on a glove and tried again, pulling at it as hard as I could. In fact, I bent the rod. My glove was burned.

'The heat has shrunk the guides!' groaned Edson. 'Is it very hot?'

'I think that cylinder is nearly red-hot,' said I. 'The heat is communicated from it to the rods and pipes.'

'Yes; it comes from the constant explosive combustion of the gasoline,' said Edson. 'There is no way to keep it cool unless you can have cold water running round it.'

By this time we had reached the top of the hill, and dashed down a long declivity on the other side at a tremendous speed. Some men at work in a field near the road shouted and swung their hats. Another road intersected ours near the foot of this latter hill, and a horse and wagon, with three women, crossed a few rods ahead of us. They screamed at sight of us, but whipped up and went off at a gallop.

A short hill beyond the crossing slackened our speed a little.

'You had better run into something, a sandbank or a fence, and stop!' I shouted. 'We can jump!'

'But I dislike to smash the thing,' remonstrated Edson. 'It has cost me a good bit.'

'How much gasoline is there in the tank?' I called to him.

'Enough for twenty-five miles, about,' Edson replied. 'I had rather run it out than smash things.'

'But that cylinder is getting fearfully hot!' I shouted. 'Isn't there danger of the heat communicating back to the tank and blowing me up?'

Edson did not reply, for his attention was distracted by a team ahead. A large load of grain drawn by a span of horses, was coming from a field through a set of bars into the highway. The driver espied us, and had the presence of mind to drive straight across the road and off it.

A collision was so narrowly averted that we brushed the rear end of the grain! 'That was a close call! We had better stop, if possible!' I exclaimed.

'I suppose we had,' Edson assented. Coming presently abreast a kind of pasture or common, where the highway was not fenced, we saw several low copes of young pines, shrubby but small.

'Steer for one of those thickets!' I advised.

Edson did so. We went bounding over tussocks and little knolls for a few yards, then brought up with a swish and a lurch in the midst of dense pine boughs. It was cleverly done; nor was the Auto-Mobile damaged much, if at all, although the cylinder was very hot.

Altogether, we had come about twelve miles. Later in the day a farmer with his team was hired to haul the vehicle back home. Edson and I rode on it, he declaring that our escapade was a 'mere trifle.'

'Why, if we had had brakes on we could have stopped any time,' he said. 'Of course I shall not start off again without brakes. And as for the swelling of that rod in its bearings, there is nothing about that which I cannot fix all right in ten minutes.'

'Don't you lose faith in the Auto-

Mobile,' he added earnestly, as I set off for home that evening. 'There's a grand idea in it. All it needs is development!'

'Yes, it certainly needs development!'

C. A.

Questions and Answers.

FOOD FOR PET RATS.

(To the Editor of the Boys' Page.)

Sir,—Could you tell me how to feed a lot of white rats cheaply? I generally feed them on bread and milk.

A. T. P.
Ans.—Mixed grain makes good food for rats; it is sold at grain stores at about a cent a pound. Sunflower seed is also good and cheap, and may be got at a seed store. Broken biscuits cost very little, and will make some good meals for a change. With these varieties your rats will probably consider bread and milk a treat, if you give it to them perhaps once a week.

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"Watch the passer by in the street and you will at once see the difference. Nine men out of ten will bend the knee very considerably in walking, stepping straight out with both hips on the same line and the toe will be the first to strike the ground. The tenth man will bend his knee, very little—just enough to clear the ground, and will swing the leg from the hip, very much as the arm is swung from the shoulder and not from the elbow.
"By so doing he calls upon the muscles which are stronger to bear the strain and increases the length of his stride four or six inches. The heel touches the ground first and not the toe. A slight spring is given from the ball of the foot on making another stride.
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20,000 Vials of Munyon's Guaranteed Rheumatism Cure will be distributed FREE from the Montreal "Star" Office, beginning Thursday, the 30th inst., at 9 o'clock a.m., and closing positively Friday, at 5 p.m. The following Explains Itself:

Having discovered a positive and speedy cure for Rheumatism, I address you in the hope that you will give publicity to my claim. I am well aware that in making the bold assertion that I have discovered a positive cure for Rheumatism there will arise a strong doubt in the minds of the public as to the truth of the statement, and that a large majority of the people will class this new discovery with the Koch lymph failure and the Brown-Sequard elixir-of-life delusion.
It is to overcome this prejudice that I invoke the aid of the press. I court the fullest investigation. I would suggest that the fairest and surest way to test the efficacy of this remedy would be for this company to send 20,000 trial bottles to the office of the "Montreal Star," where every time may be selected, there to be given out absolutely free to all persons afflicted with Rheumatism, that the name and address of each person who accepts the remedy be given, and at the end of one week the parties who have taken the medicine be interviewed, and that the results of each case, with the special permission of the parties interested, be advertised in the daily papers. By this means there can be no deception or fraud, and the value of this remedy will stand or fall upon the testimony of those who have tried it.
Impossible as this statement may seem to you, or to those who have not tried it, yet I affirm and am prepared to prove by over 250,000 people whom we have cured, that this remedy will cure acute or muscular rheumatism in from one day to ten days. It never fails to cure sharp shooting pains in the arms, legs, sides, back, or breast, or soreness in any part of the body. It is guaranteed to promptly cure lameness, sciatica, lumbago, stiff and swollen joints, stiff back, and all pains in the hips and loins. It seldom fails to give relief after one or two doses, and almost invariably cures before one bottle has been used.
We do not claim that this remedy will cure Rheumatism where the limbs are twisted out of shape, or where the disease is complicated by a scrofulous diathesis, but by a careful record we find that this remedy fails to cure in only about five percent of the cases in which it has been tried.
One of the strongest recommendations for this remedy is that it is absolutely harmless, and that a person can take the whole contents of a bottle without the slightest ill-effects. Unlike the medicines used in ordinary practice for the cure of rheumatism, such as iodide of potash and salicylic acid, which irritate the stomach and kidneys and disorganize the general system without effecting a cure, this remedy acts as a strong tonic, and is invaluable in building up weak and debilitated people.
Believing that there is no cause so holy and inspiring, no vocation so lofty and ennobling, nothing so sure of man's gratitude, and God's blessing, as an honest effort to relieve suffering humanity, I beg to remain, yours truly,
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SET IN GOLD.
(From "Sunday at Home")
(Continued)
"My own sweetheart, God bless her! She little dreams of the vast store for her and for me, and goes about, with a happy smile, going round his lips, as he says by-and-by to gaze at the gleam of that fleeting moment of glory which bathes the face of a girl, and sinks below it. This day of glory is all-perfect. A few seconds the dying star, with a peremptory vividness, is latent in each object, and then the painter drops his brush, and changes into sober, desolate, John Ellershaw, who had been a mightier presence than that of the sun, replaced his wide hat and rode forward. He was on his way to the little Dutch township which the railway reached, and where the moon would be due on the morrow. But the moon had risen before he caught sight of the creeper-covered houses, the avenues of trees and the winding water-furrows of his destination.
Twelve hours later John Ellershaw was retracing his way, a broken, disappointed man. The moon had brought him a startling letter from Di. In curt, decisive words she told him straight she had long since made her choice between him and Aunt Char's temptation. She elected to be the future mistress of the Old Grange, with assured wealth at her command, to all he could offer her. It was a harshly-worded decision—how could it be otherwise? And it shrivelled up the sap of a strong, trustful man's life.
In time John managed to shoulder his cross, but it had needed all his faith in God's limitless wisdom to enable him so to do. There were moments when he told himself he was a fool not to throw up his chance in the Colony, and go home to try his luck with Di. Then he would read over her letter, breathing out a cruelly mercenary spirit, and he felt, with a rush of pain, that he never wished to look upon an English face again.
So the years sped on.
A visitor had come knocking at Aunt Char's door—a grim visitor who would take no denial. And the name inscribed on his visiting-card, sent in by the dreaded scout in advance, was Death. The eyes of the Old Grange, its windows, were shrouded in token that the visitor had obtained entrance. It was silent and still in the house of mourning, though already there faintly stirred the inevitable feeling—"Le roi est mort, vive le roi!" The gaze of the household turned instinctively to its coming ruler, the stately, beautiful woman who moved about clothed in a new dignity almost as impressive as the new majesty that adorned the late sovereign, lying so still in her marble sleep. Everybody guessed what Diana Loveridge knew for certain, that she was now sole mistress of the Old Grange.
As she stood by the still, dead form, her heart beat with exultant throbs that hurt her physically, and her shapely, smooth hands grasped firmly a bunch of keys, insignia of the new office.
"Take them, Di! They're yours now!" had been Aunt Char's last bequest, didactically spoken. "I have no further use for them," she added. "Then the dying woman's voice altered. She gazed up wistfully into the face bent over her, and asked half-fearfully, 'It has been worth it, Di, has it not? You don't regret the past, and what it cost?'
"I do not regret the past, Aunt Char!" The evenly-spoken words fell distinctly in the sick room's silence, and the troubled lines of the yellowing face on the pillow smoothed themselves out.
Each of the women remembered vividly the old bargain struck between them, and so much alike had the same narrow life shaped the past that it was only in the heart of the elder, whose hold of a paltry, sordid existence was fast loosening, that doubt stirred. Girlhood had soon since passed for Diana Loveridge, and with it had died out every tender instinct, every womanly longing. Her nature had slowly hardened, becoming crystallized into a stony love imbibed Aunt Char's passionate love of gold. Di was a human replica of her aunt; feeble at first, but strengthening as the years hardened her, she set outlines and cold manners.
As she turned away from her farewell look at the quiet sleeper, whose shroud was without pockets, who had gone empty-handed away, Diana's heart whispered that she had done well for herself. She forgot that for her also a day would come to rise up and depart penniless.
"Mine! all mine!" she said aloud, as she leaned her flushed face against the cold window-pane to gaze out upon the brilliant flower-beds and lawns, the outlying meadows, and ancient oaks around the old Grange.
In due time, when the old mansion awoke from its trance of mourning, and things looked again much as they

CHILDREN'S CORNER.

CLEM.

'We have had company at our house,' said Ella. 'A friend of my mother's and her little girl. You cannot think how dreadfully she behaved or the mischief she did. She broke every toy I had, and if I tried to stop her she slapped me hard; and she went to the pantry and stole cake and sweetmeats, and she caught me by the sleeve and pulled it out, and she was always getting into danger. She would climb out of the window and stand on the window-sill; she would run across the road before carriages, and she would light matches whenever she saw them anywhere. She pulled all the flowers just to tear to pieces, not to smell or to look at. Of course, being company, we could not scold her, and we were so glad when she went home. It is not polite to be glad when company goes home, and we said, "Come again," but we hope it will not be until she has better sense and is nicer.'

'Well, Ella,' said Jerry, the little boy to whom she was talking, 'I think that girl must have been as bad as Clem. Clem came to our house one morning early. Ma found him in the kitchen, drinking milk out of the pitcher. She did not know where he lived, and it was very cold, and she did not like to turn him out. So she thought she would keep him until she saw some one looking for him. But no one came, and he stayed and stayed. We did not know his name, and he could not say it, and our servant came from a part of England where they call a person who is starved "clemmed," so she called him "Clem," because he was always hungry. You never could give him enough to eat or drink, and when he had swallowed a great plateful he would cry for more. You talk about that little girl stealing cake and preserves out of the pantry. Clem would take it off the table, and when Jane made a fuss about it he spit at her and bit her.'

'Spit! What a dreadful thing! I wonder you kept him,' said Ella. 'Well, we could not turn him out to freeze,' said Jerry, 'and my mother said he belonged to a nice family, he had such a beautiful collar on.'

'I know,' said Ella. 'One of those real lace ones, I suppose. What were his clothes made of?'

'He had a grey fur coat,' said Jerry. 'Ma looked in the paper to see if he was advertised for, but he was not, and she told the policeman to tell any one who was looking for him to come to our house. He was so funny that I liked him, at first, but when I tried to play with him he scratched me.'

'Scratched you!' cried Ella. 'Why that is worse than our visitor.'

'Oh, no little girl was ever so bad as Clem,' said Jerry. 'He would take food out of your plate, if he took a fancy to it, and once or twice when we came to breakfast we found the milk-pitcher empty. Nobody could have drunk the milk but Clem. And fish—Clem was very fond of fish; once he cleared the dish of fried trout, when we were a little late in coming down.'

'He could not have had his senses. He must have been a silly boy,' said Ella.

Jerry laughed. 'He broke a great deal of china,' he went on. 'You see he used to climb on the closet shelves and on the mantelpieces. Jane used to whip him, but he tried to fly at her. One day he plagued her so that she took the wash-stick to drive him into the garden, but instead of running out of the door he ran upstairs into the garret. There was a fireplace there with a wide chimney, and talk about your little girl climbing—Clem climbed right up the chimney.'

'Like a sweep!' said Ella.

'Exactly,' said Jerry, 'only as fast as the man in the circus that went up to the roof. I suppose Clem was really afraid of Jane, for he did not come down again. Now our roof was not flat; it sloped, and had sharp little points over the garret windows. No one could go out there to get Clem, and when we went to the end of the garden and looked up, there he was, sitting on the chimney. We called, but he only cried. We showed him nice things to eat, but he would not come down to eat them. He stayed up all day, and there was no ladder long enough to reach the roof. Mother called: "Come down, Clem." But he would not; he stayed up there all night.'

'Oh, oh, oh! Poor little silly creature!' said Ella. 'And what happened?'

'He cried and screamed all night, and the neighbors came and stood looking up at the chimney to give advice. Some said he'd starve to death there, others that he'd fall off and be crushed to pieces. At last,

Mr. Beale, who is a house painter, sent his men with their long ladders to go up and get him down. A man held the ladder and a boy went up. He wasn't afraid of the slanting roof—he was used to it. So when he got to it he climbed up and reached out his hand. But poor Clem thought he wanted to hurt him, and gave a shriek and jumped—'

'Oh, oh, oh! Poor little boy!' cried Ella. 'Certainly he was dashed to pieces?'

'Not a bit of it,' said Jerry. 'He fell into a pear-tree and caught by a branch, and before the painter's boy came down the ladder he jumped the garden fence and rushed down the road to the river. I and some of the boys followed him. There was a boat there with a lady in it. She had come from a yacht lying out on the water, and as soon as she saw him flying along, she gave a scream. "Wee Willie Winkle, come to your muzzer!" she said, and he went to her like a lamb and she took him in her arms.'

'Then he was her little boy? And he had found his mother again?' said Ella, beginning to sob. 'No doubt she loved him, even if he was naughty. Mothers always do.'

'Her little boy!' cried Jerry. 'He was her little cat, and the worst one I ever saw.'

'Oh, Jerry Johnson!' said Ella. 'You know you tried to make me think he was a little boy. I'll never speak to you again.'—New York 'Ledger.'

Many persons working for wages or receiving money in small or large sums for what they produce, find it convenient to have a box or drawer, or some other convenient receptacle, into which they put one dime for every dollar and one dollar for every ten dollars which they receive, and then always hold that as the Lord's treasury, and its contents sacred to religious and charitable uses. When they take money from that to give to the poor, or to support a church or a mission, or for any similar purpose, they do not think of themselves as giving their own money, but as applying the Lord's money as they think that the Lord would have them apply it.—'Church at Home and Abroad.'

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He lost the game; no matter for that. He kept his temper, and swung his hat. To cheer the winners. A better way than to lose his temper and win the day.

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THE ENGLISH LANGUAGE.

We'll begin with a box, and the plural is boxes. But the plural of ox should be oxen, not oxes. Then, one fowl is a goose, but two are called geese. Yet the plural of mouse should never be mices. You may find a lone mouse, or a whole nest of mice. But the plural of house is houses, not hices. If the plural of man is always called men. Why shouldn't the plural of pan be called pen? The cow in the plural may be cows or kine. And the plural of vow is vows, never vine. If I speak of a foot and you show me your feet. And I give you a boot, would a pair be called beeth? If one is a tooth and a whole set are teeth. Why shouldn't the plural of booth be called beeth? If the singular's this, and the plural is these. Should the plural of kiss ever be nicknamed keesse? Then one may be that and three would be those. Yet hat in the plural would never be hose. And the plural of cat is cats, not cose. We speak of a brother, and also of brethren. But though we say mother, we never say methren. Then the masculine pronouns are he, his and him. But imagine the feminine, she, shis and shim! So the English, I think, you all will agree. Is the queerest language you ever did see. —Boston 'Commonwealth.'

ORCHESTRA LEADER'S TRIALS.
Little Tommy—Why does the leader of the orchestra wave his stick about in that manner, monnner?
His Mamma—To keep the files off the music, I suppose.—Chicago 'Dispatch.'

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DUGGAN BRINGS HER OVER THE FINISH LINE TWO MINUTES AHEAD OF THE 'VESPER.'

After a forenoon of doubt and dismal prognostications at Ogdensburg yesterday there was sailed the most interesting and enjoyable half-rater race which has been held since that class of boat became prominent. During the morning there were only occasional whiffs of wind, scarcely sufficient to stir a pennant. There was to have been a race for the Bell cup open to all yachts but owing to lack of wind it was postponed.

Some of the Montrealeers were at Ogdensburg since Saturday night. They state with unanimity that they never had a more pleasant time in their lives. The local yachtsmen are of the right make and treated their visitors with extreme courtesy. Yesterday morning, however, all frivolities were abandoned, and captains and crews went to work with a will to prepare their boats for the race. Cords and wires had to be drawn tight or replaced so that a good two hours' work was done by all the crews. The four Montreal boats and the 'Peggy' were moored about a mile below the starting point and at eleven o'clock there was so little wind that they could only reach the spot with the occasional assistance of a paddle. All were finally moored there, however, and the sailors went to dinner. To the delight of all a breeze began to spring up at 1.30 o'clock. Judges' boats, crowded excursion steamers and a flotilla of small craft of all shapes pushed off into the river. Owing to the courtesy of Mr. Edgar Newell, president of the Ogdensburg Yacht Club, a steamer was chartered for the special convenience of the press representatives. The steamer followed the race throughout and stopped at a pier at the end of each round to allow despatches to be sent ashore. The latter were there taken by special messengers to the telegraph offices.

The course was a small triangle, the total length of the three sides being three miles; this course was sailed over four times. The starting point was just above the long railway pier on the American side of the river. The first flag was stationed further up the river and well out in the middle of the stream. The second was down below the pier and at the Canadian side of the river, while the home mark was a flag boat slightly below the starting point.

The breeze which increased every moment blew in a westerly direction, making the first leg of the course a run before the wind.

The start was made at 2.20 o'clock when the wind was still light. The boats all had large spinnakers set and the 'Sothis' while she did not cross first, had the windward position and soon crept ahead of the others and before the first stakeboat was reached she had taken a lead which she held throughout the race. The 'Sothis' turned the stake with great quickness and went across the wind toward the Canadian mark—at great speed, and each of the other boats put on the same spurt when they had turned. On this leg of course the huge spinnakers were taken in. The boats had been in a bunch on the first leg but the greater speed of all in the second leg made the distances between them much greater. The 'Peggy' and the 'Mischief' were sailing close together some distance behind the 'Vesper,' which was second, and they in turn were followed at some distance by the 'Missie' and the 'Anita' also close together. In an effort to get ahead the 'Peggy' tried some tacking that she might secure a broader reach. In the meantime the 'Mischief' went ahead and no boat tried the experiment again.

There had been a lack of room at the start and the 'Peggy' suffered for it, being pushed so hard against the buoy that she had to fall back to avoid it. This placed her further back than she would otherwise have been but, as her captain, Mr. Zerega, said, when the race was over, he could not have won the race even if he had not suffered this detention and so did not protest it. The 'Goldbug' got behind everything else in the first leg and she stayed behind all the time until she dropped out of the race.

Toward the end of the second leg, it was seen that the 'Sothis' had lost the wind and that the 'Vesper' was rapidly overhauling her. Both boats were losing way but the 'Vesper' came within a few feet of blanketing the 'Sothis.' The steamers, which were nearly all American, were just preparing to toot their whistles when the latter was seen suddenly to glide ahead and away from the 'Vesper,' which received no extra impetus whatever. The explanation will probably be found in the fact that the mainsail of

the 'Sothis' sticks higher up into the air than that of the 'Vesper,' and that it caught a passing zephyr which passed over the 'Vesper' entirely.

The 'Sothis' rounded the second buoy nine seconds ahead of the 'Vesper.' The 'Peggy' and the 'Mischief' followed in the order named, with only five seconds between them. The 'Missie,' 'Anita,' and 'Goldbug' brought up the rear. This order was not changed as the boats finished the first round.

With considerably more wind the second round was more exciting than the first. The boats began to move rapidly through the water and their every move was anxiously watched by the people who loaded down the attendant flotilla of boats and steamers. Indeed, during this round a party of young men in a catboat became so excited that they allowed their boat to turn as it wished and the wind speedily turned it over. No serious results followed. The order of rounding the first buoy with the times, was:—'Sothis,' 3.08; 'Vesper,' 3.08.22; 'Mischief,' 3.10; 'Peggy,' 3.10.45; 'Missie,' 3.12.30; 'Anita,' 3.13.45. The 'Vesper' had gained two seconds on the run before the wind. The wind now developed in a fine breeze and the yachts ripped through the water.

The men on the heavy weather boats were not yet suited as it was still simply a breeze. On the run across the wind the 'Sothis' added 19 seconds to her lead over the 'Vesper.' The latter was followed by the 'Mischief,' which, though now a minute and fifteen seconds behind the 'Vesper,' had put nearly a minute between herself and the other American boat, the 'Peggy.' The 'Missie' came two and two-third minutes later, with the 'Anita' now in hot chase. The third leg only occupied a few moments, all the boats scudding beautifully along and getting ready to shake out their huge spinnakers on the next leg. The times at the end of the second round were:—'Sothis,' 3.25.15; 'Vesper,' 3.26.50; 'Mischief,' 3.27.15; 'Peggy,' 3.28; 'Missie,' 3.29.30; 'Anita,' 3.30. The 'Vesper' and 'Sothis' had maintained the same relative positions on the last leg; the 'Missie' let the 'Peggy' get a little more ahead of her. The 'Anita' had pulled up slightly on the 'Missie.'

The 'Sothis' occupied nine minutes and forty-five seconds in sailing the first leg for the third time. The 'Vesper' did the distance in nine minutes and forty seconds—a gain of five seconds—and proved herself faster in a run before the wind. The boats all closed up on the leaders in this run, the 'Mischief' turning only twenty seconds after the 'Vesper,' and the 'Peggy' was a minute later still.

While the other six yachts were making rapidly for the second stake boat on the third round the 'Goldbug' was just completing the second round. Her skipper saw that she was hopelessly out of the race and gave up the contest. He cruised about for a time and then cut off this number and went in shore. On the run across to the Canadian side the 'Sothis' gained twenty seconds over the 'Vesper,' making her lead one minute. The wind had veered somewhat for a moment and Mr. Duggan thought it wise to apparently run wide of the mark. In the distance the move seemed a fatal one but Mr. Duggan's wisdom was commended when it was seen that he had encountered a serious fluke of the wind and still maintained his lead of one minute. The 'Mischief' on this leg came within thirty seconds of the 'Vesper.' The 'Peggy' rounded one minute and a half behind the 'Mischief.' The 'Missie' was just the same time behind the 'Mischief,' while the 'Anita' brought up the rear. There was still just one minute's difference between the 'Sothis' and the 'Vesper' at the end of the third round, the former gybing around at 3.52.

During the last round the excitement on the steamers increased and their captains brought them too close to the yachts. They were always careful to keep upon the leeward side but the swell raised by them became annoying to the sailors. The voice of the judge was heard with startling distinctness through a megaphone, 'You are making too much swell, cap.'

The 'Sothis' was now sailed for all she was worth and gave a splendid exhibition of speed upon the final reach toward Prescott on the first two legs of the round. She added thirty seconds to her lead, which now represented some considerable distance, as the boats were travelling fast. The following was the order as the yachts went upon the final leg: 'Sothis,' 4.10.30; 'Vesper,' 4.12; 'Mischief,' 4.12½; 'Peggy,' 4.14; 'Missie,' 4.14.15; 'Anita,' 4.15.45.

The sky had now become clouded and there was promise of a squall. For a few moments the wind blew strongly and the 'Sothis' crossed the finish line at a grand rate of speed, seeming to fly over the water. Every steam whistle on that large section of the river saluted as she crossed the line and made a din in which it was impossible to hear the loudest shout. The 'Vesper' ran in just two minutes later and was also given a grand salute. The other boats received salutes in proportion to their position in the race. The time of the finish was: 'Sothis,' 4.19; 'Vesper,' 4.21; 'Mischief,'



'JOHNNY GILPIN'

(Marks of S-I-ab-ry John Gilpin.)

'The horse who never in that sort
Had handled been before,
What thing upon his back he'd got,
Did wonder more and more.'
—'Punch.'

4.21.35; 'Peggy,' 4.23.05; 'Missie,' 4.24.05; 'Anita,' 4.25.15.

That the race was a fair test of the boats' prowess and the skill of the sailors was admitted by everyone. That the 'Sothis' was the faster boat was the general opinion. Some ventured to say that in a blow the 'Vesper' might have passed the 'Sothis,' but were assured by the Montreal people present that in the event of a blow the 'Missie' could run away from everything.

A great deal of surprise was manifested when it was learned that Mr. Duggan had after mooring his yacht proceeded to the judges and informed them that he had fouled the third buoy on rounding it for the third time. This in the rules laid down for the race disqualified the offender, as the boats are instructed to give the stake-boats or buoys a wide berth. Mr. Wicksteed the crew of the 'Sothis,' explained how the mishap occurred. As the boat rounded the third buoy he was preparing for a run before the wind by putting out his spinnaker and both he and Mr. Duggan were so busy that they failed to notice the fact that although well clear of the boat to which the flag was attached the current was inclined to bear them in that direction. The 'Sothis' losing her way while gybing, drifted against the stern of the flag boat. Apparently no one noticed the contact which was really very slight. The letter of the law had certainly been broken but not the spirit. A meeting of the judges and committee of management was held last evening at the rooms of the Century Club. After some time spent in consideration it was announced that the cup should go to the 'Vesper.' Mr. Butler's boat. Mr. Duggan had simply stated the facts of the case to the committee and was satisfied with their decision. There were many expressions of regret that the accident had occurred and none were more sincere than those of Mr. Butler. It was not in his power to have the race sailed over or to refuse the cup without forfeiting it. Were the race to be sailed over Mr. Butler is satisfied that the winner would be the 'Sothis' and that the foul did not alter the time of the 'Sothis' in any way.

Mr. A. R. Porte, one of the judges said that they were satisfied that the 'Sothis' was the faster boat and that she could not have been better handled. Still, the report of Mr. Duggan left them no alternative.

The cup was presented to Mr. Butler at the Century Club's rooms last evening. The ceremony was very brief, Mr. Butler replying appropriately to the remarks of the officers of the local club.

Mr. Butler is the gentleman who took the International Challenge Cup away from Canada last year by defeating Mr. Archibald at canoe sailing. He has captured altogether forty or fifty cups and trophies in canoe sailing. He acknowledges frankly that the 'Sothis' is a much better boat on the reach and as the race consisted of two reaches and one run her superiority in this work placed her well in the lead. The 'Vesper' has a smaller sail area, carrying only about 240 feet. Her water line measure is 14 feet 6 inches.

Mr. Zerega, speaking of his race on the

'Peggy,' says that she was sailed for all there is in her. She is outbuilt among the boats of this year. She is an exact copy of the 'Ethelwyn,' but is lighter in build. Mr. Zerega does not own the 'Peggy,' but came up from New York to sail her for Mr. Hayden. He is pleased with the performance of the 'Vesper' having believed that she or any of the other boats could have given the 'Glencairn' a harder tussle in winning the Seawanhaka cup. The improvement in the speed of the 'Peggy' since her poor showing in the trial races has been due to a change of her rig. In build she was all right, but her peculiar rigging spoiled her chances at New York. Mr. Zerega sailed the 'Ideal' in the same races and would have liked to have seen her entered in yesterday's race, but her owner, Mr. Havemeyer, is taking her to Newport.

The race was an enjoyable one for the skippers of the various boats, its many turns affording them a good deal of variety. The crews found the turns rather too numerous for enjoyable racing. They were continually busy changing sail. The Montreal men are justly proud of Mr. Duggan's seamanship, Mr. Hamilton stating that with Mr. Duggan at the helm the 'Mischief' could have beaten the 'Vesper.'

Messrs. Kittson and Vincent Pelletier, who sailed the 'Missie,' are satisfied with the part they took in the race. While they would have liked to capture the cup with their boat, they knew that it could not hope to win in a light breeze. One thing is certain and that is had the weather been heavy the 'Missie' would have brought home the cup. The 'Anita' is also a heavy weather boat and was not suited yesterday. Messrs. Shirley Davidson and Geo. Eadie have enjoyed their stay immensely. They will spend to-day in Brockville, and will leave on the 'Chippewank' for Montreal on Thursday morning.

As for the 'Goldbug,' she was to a great extent a mystery. She was only named on Monday and even her owners had not the least opinion of her powers. She was anchored so far out in the stream (owing perhaps to the nature of the shore there) that she could not be examined. No one connected with her was seen about with the other yachtsmen. The sails appeared to fit very badly and altogether she cannot be classed with the remainder of the half-raters which took part in the race.

Last evening the Ogdensburg yachtsmen put the finishing touches to their hospitable treatment of the visitors. All were entertained handsomely at the commodious and beautiful rooms of the Century Club.

The 'Sothis' was last evening paddled across to Prescott, as if to return home, but it is thought that she and the 'Missie' may remain to take part in western races.

Four Brockville fours competed for a prize in sculling at Ogdensburg yesterday. The heats were all interesting and the winning crew had to work for its victory.

The race for the Bell challenge cup was won by the 'Getha' for though the 'Cricket' finished first she was disqualified for fouling.

A DESTRUCTIVE STORM.

VISITS PARIS AND BRANTFORD, ONT.

Brantford, Ont., July 28.—At two o'clock this afternoon a very severe rain and hail storm passed over the city. It had been very warm all day. About two o'clock clouds began to darken, and suddenly there was a great peal of thunder and the rain descended in torrents, accompanied by hail larger than cherries and a strong east wind. In a few minutes the ditches along the streets were flooded over, trees were uprooted and fences thrown down, and in some cases cellars were filled with water overflowed from the street.

Paris, Ont., July 28.—The most destructive storm experienced in this part of the country for many years passed a few miles north of this place about two o'clock this afternoon and with it went all the prospect of this morning for a bountiful harvest. Wheat and barley had been nearly all stored, but oats, peas and roots were almost totally destroyed by the hail, which gave the ground much of the appearance of January. Barns were unroofed while orchards were not only stripped of their fruit but many trees were entirely uprooted. The extent of the storm or damage done cannot at present be calculated.

BIG A.O.U.W. CELEBRATION.

Brockville, Ont., July 28.—The Ancient Order of United Workmen of Eastern Ontario held a grand demonstration here to-day under the auspices of Brockville Lodge. The weather was delightful and the affair was a grand success. Excursions were run into Brockville from Ottawa on the north, Morrisburg on the east, and Kingston on the west. The Governor-General's Foot Guards' band accompanied the Ottawa contingent. The parade through the principal streets at 10.30 a.m. was fully two miles in length and was participated in by 1,500 Workmen. Among the prominent visitors were Grand Master Unit, of Toronto; Mr. R. E. Watson, D.D.G.M., of Ottawa; On the Court House Square the Grand Master was presented with an address of welcome to which he made a fitting reply. In the afternoon between 3,000 and 4,000 people visited the St. Lawrence park, about a mile and a half above the town. In addition to addresses by the Grand Master, Grand Foreman G. P. Graham, of Brockville; Grand Trustee Cornett of Gananogue, and the Rev. Mr. Knowles, Ottawa, there was a splendid programme of sports and games. The demonstration was highly creditable to the promoters.

CROOKS ARRESTED IN HALIFAX.

Halifax, N.S., July 28.—Two noted Boston crooks and pickpockets and a third man, who was in their company, and who also belongs to Boston, were arrested this evening and locked up to keep them out of harm's way during the Carnival. They give the names of Thomas McManus, William Clayton and John Chasse. McManus is known in Boston as 'Hobo' Griffin, and Chasse as 'Sleepy Kid.' Clayton, who is only eighteen years old, has not had his record traced yet. The three are believed to have come to the city to-day on the I.C.R. train, on which a number of passengers were robbed. A man named Pace, from Cape Breton, stepped from the train at Truro, and, while standing on the station platform, was robbed of \$150 in cash and \$6,000 worth of deposit receipts. Four other passengers lost amounts running from \$25 to \$75.

A VIBRATING HILL.

St. Paul, July 28.—Prof. J. E. Todd, State Geologist of South Dakota, who recently left Vermillion in charge of a geological surveying party for a tour of exploration in the Black Hills, is sending back reports of great interest concerning the discovery of an old volcano on Sand Creek, in the Bad Lands, near Formosa. Near the junction of Sand Creek and White River is a hill eighty feet high. This hill, Prof. Todd says, vibrates and groans almost constantly. The Indians living in the vicinity are given as authority for the statement that it has once or twice trembled so violently as to overturn heavy waggons and throw down persons standing upon it. Half way up its side is a bed of volcanic ashes from ten to fifteen feet deep.

YELLOW FEVER AT VERA CRUZ.

Washington, July 28.—A telegram from the United States Consul at Vera Cruz to the Surgeon-General of the United States Marine Hospital Service received to-day announces the existence of yellow fever in Vera Cruz. A report has also been received from the United States Consul at Acapulco, Mexico, announcing the presence of yellow fever in that city.

A SUICIDE AT CHAMBLAY.

Chambly Canton, Que., July 27.—A man named Arthur Carriere, aged thirty-five, was found dead, suspended by the neck from a bedpost in his room this afternoon. He used a bed sheet to accomplish his act. The body when discovered at six p.m. was cold. Carriere about four p.m. went upstairs, it was thought to lie down. The deceased leaves a wife and four children.

NEW YORK DEMOCRATS.

WILL MEET IN CONVENTION AT BUFFALO IN SEPTEMBER.

STATE CONVENTIONS.

New York, July 28.—The New York State Committee met at the State House at one o'clock this afternoon and decided to hold the state convention at Buffalo on Sept. 16. The meeting lasted only ten minutes and no resolutions were taken concerning the Chicago convention, nor were any resolutions introduced except the one which provided for the place of the convention. The public part of the meeting was very harmonious enough, but the session reached only after long and tedious consultation during the meeting. Chairman Hinckley called the session to order at one o'clock. There were fifty members present and the session was represented by proxies. After the roll-call resolutions were introduced naming Buffalo or Syracuse as the place for holding the state convention. Buffalo got 36 votes and Syracuse 14.

Louisville, Ky., July 28.—The Congressional district in the state was represented at a conference held here and money Democrats, who met at the day in the Board of Trade building. George M. Davis called the meeting to order, and organization was effected, electing Charles R. Long chairman and Judge J. Q. Ward, of Bourbon, secretary. Prominent Democrats are in attendance, and it seems assured that a state convention will be held.

Indianapolis, Ind., July 28.—The State Populist convention assembled here at 10 a.m. Out of 1,400 delegates about 1,200 were in attendance. Mr. N. J. Bunn, from Winchester, was elected temporary chairman. After the appointment of committees a recess was taken. The convention reassembled at two p.m. Mr. Mott Singer was elected permanent chairman. Mr. Landers of Indianapolis made a speech, during which he said that the Populists would endorse the state democratic ticket they would give representation on the legislative body which would insure the election of a free senator from Indiana. He was greeted with loud cries of 'No, no' from a part of the house. After he sat down the chairman made a few remarks in the course of which he said he did not consider it right to allow the party to be swallowed up by the Democrats or any other political body and urged that a separate ticket be put in the field.

Rockland, Maine, July 28.—Mr. C. J. Holman, delegate to the Democratic convention, has issued a circular calling upon all the Democrats of Maine, who repudiate the action of the Chicago convention, to confer with him at once regarding the calling of a state convention to act in harmony with the bolting Small Money Democrats of other States, particularly Illinois.

New York, July 28.—On his arrival to-day, Mark Hanna was met by S. B. Galloway, of Cleveland, Ohio, and Commissioner Fred. Grant. On reaching the Waldorf Hotel he was introduced to General Osborne. Commissioner Grant and General Osborne subsequently held consultation with Mr. Hanna. Shortly after noon Mr. Hanna came out of the consultation room and announced that he would probably be here for a week. His object, he said, in visiting this city was to establish the headquarters here. Accidentally he let out the fact that he was here for the purpose of patching up the differences between the two factions of the Republican party. When asked where the Republican headquarters would be he said Gen. Osborne had suggested himself that the rooms in the Metropolitan Insurance Company's building at Madison square, selected by General Osborne, would be the proper place to hold meetings of the organization in this city.

AN INTERESTING DECISION.

Rochester, N.Y., July 28.—Justice Davis this morning handed down an important decision, by which he declared a law passed in 1888, which permitted a monument dealer, on giving six months notice to enter a cemetery and remove a monument on which the purchase price was still unpaid, unconstitutional. The case is entitled William Brooks against Charles Tayntor and others, and was tried before Justice Davis last September in New York City. The Brooklyn lawyer, Hugo Hirsch, appeared for the plaintiff, and Alexander Thane, of New York City, for the defendant.

GRAIN CROPS A FAILURE.

London, July 28.—Official reports received here announce the failure of the grain harvest in nearly all sections of South Russia.

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