

THE LOSS OF THE TUG MERSEY

Court of Enquiry into the Disaster Opened at the Admiralty Court Yesterday—Captain Gagnon Tells the Story of the Wreck—Captain Barras and Messrs. Cinq-Mars and Connolly also Give Evidence.

THE COURT WILL CONTINUE ITS INVESTIGATION TO-DAY.

A court of enquiry to investigate the loss of the tug Mersey, whereby five of the crew lost their lives, opened yesterday morning in the Vice-Admiralty Court in this city. The court was composed of Captain R. Salmon, Chairman; Captain John Temple and Pilot F. N. Lamothe, nautical assessors, and Mr. W. B. Gordon, Secretary.

Mr. Pentland, K.C., appeared for the owners of the Mersey, and Mr. Lane represented the relatives of the members of the crew who were drowned, while Mr. Meredith, K.C., of Montreal, represented the Shipping Federation of Canada. Mr. Payment was sworn in as interpreter.

Captain Salmon having read the commission appointing the court, the examination of witnesses was commenced.

The first witness called was Mr. Martin P. Connolly, book-keeper for Mr. Michael Connolly, owner of the Mersey. He said the Mersey left Quebec on the 8th August, returned on the 9th, and left again on the 10th for Seven Islands. There were eight men on board—two captains, two engineers, two firemen and two deck hands. It was at the suggestion of Captain Gagnon that Captain Barras accompanied him. Captain Gagnon was in charge. There was no question as to the vessel being seaworthy. She was in commission last summer. Mr. Michael Connolly purchased her two weeks before she was lost. She was not insured. Her boilers and engines were inspected by Mr. Jos. Samson. Captain Gagnon told me he did not know whether it was the planking started or she struck a submerged log. The tug carried one boat.

To Mr. Lane—Don't know how many life boats she should carry. The captain said he was not sure how the accident occurred. The men who were lost refused to leave in the small boat. The captain said he saw water rushing in a foot square in the stern. The captain did not say he saw the ship founder. He said the weather was squally. Captain Barras gave practically the same account of the accident as Captain Gagnon. Captain Barras said they saved the blankets for the purpose of making a sail for the boat. Mrs. Battis sold the tug to Mr. Connolly for \$2,000, she to pay for half the cost of repairs to boiler.

To Mr. Pentland—Don't know the tonnage of the tug. Knew Captain Gagnon for some years. He bears a good reputation. He was engaged to take the boat down. When she left on the 8th she went as far as St. Patrick's Hole, when the boiler commenced to leak. She returned, when the boilers were repaired.

To Mr. Meredith—Don't know the size of the lifeboat. Got a telegram from the captain saying the planking started. Boilers were inspected about a fortnight before she sailed. There was no inspection after she returned. Ernest E. Cinqmars, journalist, sworn, deposed—Captain Gagnon, owner of the tug Mersey. Went to the North Shore to meet him. Was sent there by my employers. Met Gagnon, Barras and Lamothe at Pointe aux Outardes. Captain Gagnon then told me the story of the wreck.

Continuing, Mr. Cinq Mars related how Captain Gagnon said Barras asked him for God's sake to get into the boat. Gagnon then went into the wheelhouse and procured a compass. He said the lifeboat would not carry four people. Gagnon said he was very excited when he went for the compass. Gagnon admitted he saw the Mersey foundering. He said she went down like a whale. He did not explain why the officers were saved and the crew lost. He said if there was any blame for anyone it should be attached to Barras. Barras got off the train before it reached the station at Levis. Lamothe said it was Bissonette and Barras that lowered the lifeboat. There was a bag of clothing brought ashore in the lifeboat. Bissonette's coat was also on board. Barras would tell nothing about the wreck. It was the same lifeboat that took us from our yacht to the shore that was on the Mersey. It then carried eight of us. The weather was fine. It was a good strong boat. Captain Gagnon told me when he came back to Quebec he would see that no such old hull as the Mersey

would be allowed to go to sea again. He also said that he thought the bolts were rusty and the planks started from the frames.

Mr. Cinq Mars spoke of meeting Mr. Michael Connolly at Rimouski and acting as interpreter for him and Captain Gagnon. Mr. Connolly then took Gagnon aside and that ended his conversation with Connolly. Gagnon told me he was not for sale and when he came to Quebec he would tell the story.

To Captain Salmon—Don't know how much freshboard was left when we got into the Mersey's boat. No one asked me to conceal anything I heard.

To Mr. Pentland—Measured the boat for my own information. Lived with Captain Gagnon at Pointe aux Outardes until we came back to Quebec. Gagnon was eager to come up to Quebec. Gagnon said he never thought of being able to get ashore in the boat. He was greatly affected when speaking to me.

To Captain Salmon—Bissonette called out to the men to come back to the Mersey.

To Mr. Meredith—Captain Gagnon said he saw the Mersey go down. The lifeboat did not go back.

To Captain Temple—The bundle of clothing brought ashore would weigh about 100 pounds.

To Mr. Lamothe—The parcel Lamothe had appeared to be tools, etc.

Captain Gagnon, sworn, deposed—Was captain of the tug Mersey. Has a certificate as a coasting captain. Passed an examination before Captain Seaton. The Mersey had a single screw. She was 34 tons register and 20 horse power. Mr. Michael Connolly owned her. Two of those on board were working their passage down. They were going to Seven Islands. One of them was a blacksmith. Don't know if those two had ever been at sea before. Captain Barras had a certificate. The tug had no cargo, except coal and provisions. Tug drew about 10 or 11 feet of water. Left Quebec on the 10th August. The weather was fine. When the tug left Quebec her hull appeared to him to be in good order. He only made occasional trips in her. When he went on the Mersey it was not to drown himself. He had no doubts about the seaworthiness of the vessel. He never found any defect in her hull, but did not examine her from stern to stern. Last repairs were made to her about three years ago. Between 1 and 2 p.m. on the 12th he received the first intimation that the ship was leaking. He was then at the wheel. When the leak was discovered the pumps connected with the engines worked until the fires were extinguished. There was only one boat on board. It might carry five or six men; perhaps more in a calm. There was an east wind and high sea when the leak was discovered. The boat might then hold three men. There were enough life preservers for all on board. Those in the lifeboat had no life preservers, but there was one in the boat. The water came in from the stern. He went below to see where the water came in. At the time the engines were stopped the water was coming in. When he went below he found a hole about a foot square. He took part of the ceiling away to see it. He could see daylight through the hole. The hole was near the stern post. He then went on deck and told the men the ship was sinking. The mate then put life preservers on the men. The mate lowered the boat. The mate did his duty. He (Gagnon) did everything in his power to save the vessel and the lives of those on board. The only thing he told the men was to look to God. He was the last man to get into the boat. The mate held the boat to the tug's side. He heard the men shout three or four times: "Captain, come back. You will be drowned." They did not call us back to save them. He supposed the boat was safer than the tug. The mate pushed the boat from the ship's side. It was not possible for a man to hold on to the boat's side. Am sure the five men left on the tug were drowned. Men would not be able to resist the sea while holding on to the boat's side. There were two oars in the boat and a small one to steer with. Don't know if the men drowned could swim.

To Captain Temple—The lifeboat was 10 or 11 feet in length. Found water first at the stern. The Mersey was a wooden vessel. The leak was at the middle trunk. The seam appeared to be opened. There were four or five feet of water in the hold when

he was below. Did not know how soon after that the ship sunk. It was impossible to stop the leak. He tried to stop the hole with pillows and blankets from the beds in the cabin. The boat was on the stern of the tug. There were two life buoys to spare after the men were supplied. He never thought of making the boat secure with life buoys. Either a plank started or a piece of floating timber struck her. The sea was very heavy and the ship was pitching.

To Captain Salmon—The boat was 50 or 60 feet from the tug when she sank. Saw no one in the water, nor did he hear any cries. Had he seen anyone in the water he would not allow him to drown. He could not stand up in the boat. When we went to the north we were drifting before the wind. The mate and engineer used the oars. Two bodies have been recovered. Did not know if they had life preservers on. The boat shipped a good deal of water. We had to bail all the time with a dish and our caps. He was bailing and steering all the time. They were about nine miles from the north shore when the leak was discovered.

At 12.30 p.m. the Court adjourned for recess.

AFTERNOON SESSION.

At the afternoon session Captain Gagnon continued his evidence, and in reply to Captain Salmon stated that immediately after the Mersey foundered he had not made a search for the bodies, as there was no search to be made. They were pulling the boat N.W. when the Mersey foundered and the vessel had been engulfed before they attempted to reach shore. Questioned by Mr. Lamothe, witness replied that none of the victims had requested to get on board the boat and all they cried out was: "Captain, you will drown; come back to us."

Mr. Lamothe asked the captain if it was not his duty to tell the men of their danger and to entice them on board the boat. The witness replied that he could not, as he expected to go down himself.

Mr. Lamothe—Did you not consider it better to ask them to go on board when, as you said, they had life preservers on, but the captain replied that they would all have been drowned together.

Mr. Lamothe again inquired if the men had been instructed to put on the life buoys would they not have floated near the boat. He had seen a case where men with such preservers had floated during ten hours. The witness replied that it would not have taken them half an hour to go to the bottom.

Continuing, the witness said that they had a small tin pail on the boat, but that there were buckets and pails on the Mersey, but could not explain why he did not take them with him.

In reply to the Chairman, Captain Gagnon said that when he was certain he could save the lives, and life preservers were placed around the men by the mate. The men, moreover, refused to get on the boat.

To Mr. Meredith—Before leaving the Mersey he had not requested or ordered the men to go in the boat. They were on the water about 8 or 9 hours before reaching land.

He directed the boat N.W. after leaving the steamer and thought that the latter foundered about fifteen or twenty minutes after he and the other two survivors had abandoned her. They were then between 50 and 100 feet from the steamer and did not return to the spot where the Mersey foundered to search for the victims as they were so near the spot that they could not see anybody. They did not even turn the boat about.

In reply to Captain Salmon, witness stated that he did not know whether or not any of the victims of the disaster were married. During the fifteen or twenty minutes they were on the water they rested on their oars, and during all that time none of the men asked to be taken on the boat. While in the lifeboat his two companions never said anything about saving the others.

In answer to Mr. Lane, Captain Gagnon replied that he did not see any of the men floating owing to the steamer being engulfed. Asked if in his opinion as a mariner a man with a life preserver could not float, witness said he did not see any.

Mr. Lane—Before the Almighty, who has saved you, is it not true that one or some of the young victims asked you to save them?

Witness—I cannot say so, as I did not hear them. He (witness) was telling the truth and he could have saved the men he would have done so. When he ascended the deck the lifeboat was in the water and he was the last to get into it. He got in as the mate called out that it was the only chance to be saved. It was a question, he thought, of drowning either in the steamer or from the boat. There was no truth in the report that they had fought to prevent the others getting on board. The men left on board did not want him to leave the steamer as they thought they (the survivors) would meet sure death, and the latter thought so too.

He had confidence in the steamer, although he was told that it was pretty old, but the hull appeared to be all right. It was not true that he refused to go on the steamer because she was unseaworthy, but did not care to spend three months at Seven Islands as he had worked here.

Asked if after what had happened he would not admit that the steamer was unseaworthy, Captain Gagnon replied that since he went on board the steamer it must have been seaworthy.

By Mr. Salmon—Have you since said that upon your arrival at Quebec you would leave for sea again?

Witness—It is just as I already stated.

(Continued on Fourth Page).

THE DOMINION PARLIAMENT

Strong Speeches in Favor of the Conservative Policy

HIGH PRAISE GIVEN MR. BORDEN

EXTRACTS FROM LIBERAL JOURNALS AND INTERVIEWS WITH PROMINENT LIBERALS, INCLUDING THE MEMBER FOR ST. LAWRENCE DIVISION, MONTREAL, TO SHOW THAT THE GENERAL SENSE OF THE COUNTRY IS AGAINST THE GOVERNMENT PROPOSALS.—SIR W. MULLOCK TO THE RESCUE.

(Special to the Chronicle).

Ottawa, August 26.—Mr. Clancy's speech on the Grand Trunk Pacific was a strong endorsement of Mr. Borden's policy. He showed that the Grand Trunk Pacific from Winnipeg to Quebec would be 64 miles longer than from Winnipeg to Montreal by the enlarged Intercolonial and water route. He defended Mr. Blair, and referring to Mr. Borden said that the Conservative party was not living on the deeds of past leaders of the Conservative party. They were living on the merits of a great policy advocated by a great leader, on whom the party could rely with as much confidence as on the great leaders who preceded him. Mr. Borden had shown himself equal to the task of framing a policy which challenged criticism and enjoyed the confidence of the great majority of Canadians.

Mr. Roche (Marquette) speaking for the West, read resolutions from the Grain Growers' Association, extracts from Liberal newspapers and interviews given by prominent Liberals, including Mr. Bickford, M.P., St. Lawrence division, Montreal, to show how strongly the feeling was in favor of Mr. Borden's policy. He congratulated the leader of the Opposition on not having folded his arms and retired behind the lines of Torres Vedras. Mr. Borden had chosen the better part and courageously given the country a policy, a worthy one, who followed in such an acceptable manner the great leaders of the Conservative party.

Sir Wm. Mulock followed in a general attack on the Opposition policy and defence of the Government scheme. Mr. Blair arrived here to-night, as he expected the vote on the Grand Trunk Pacific resolutions.

Ottawa, Ont., August 26.—The Senate railway committee threw out the Gaspe and Western Railway bill to-day after considerable debate. Mr. Prefontaine asked that the bill be reported in the interests of the Atlantic and Lake Superior Railway, but the measure was opposed on the ground that it infringed on provincial rights, and also because it paralleled the route chosen by the Quebec and Ontario Railway, authorized by the Provincial Legislature.

Capt. Bernier is still here, anxiously awaiting the supplementary estimates, in which he expects a substantial vote for the proposed North Pole expedition. So far he has been promised \$11,964 in money and \$38,438 in goods to help him with his project.

Robert Reford, of Montreal, has accepted the chairmanship of the proposed Transportation Commission, which Sir William Van Horne refused. The Public Accounts Committee held its closing meeting to-day. On motion of Mr. Clancy a cordial vote of thanks was tendered to D. C. Fraser for his impartial conduct as chairman.

Lord Strathcona paid a flying visit to Ottawa to-day.

Col. Lord Aylmer, Col. Thompson, M.P., and Mr. Talmie, M.P., will visit Port Elgin, Bruce County, on Friday, to unveil a monument to a South African hero.

THE MACEDONIAN REBELLION

Sofia, August 26.—An immense mass meeting of Macedonians took place here this afternoon. The proceedings were most enthusiastic. It resolved that a memorandum should be presented to the representatives of the great powers at Sofia urging their Governments to take action. The recent visit of the Russian squadron to Turkish waters was described as "a moment of sunshine which quickly passed." The speakers passionately appealed for the immediate intervention of the powers in Macedonia, declaring that if the pouring out of blood in Macedonia continued another fortnight Europe would find nobody there to save. The Bulgarian Ministers were urged not to stand by while their brethren were dying in Macedonia.

Sofia, August 26.—Resolutions were also adopted thanking the publicists who have defended the cause of the Macedonians, regretting the hesitation to participate of Europe to take steps to ameliorate the lot of the Christians in Turkey, demanding the appointment of a powerful Christian Governor who would ensure security for the country, and inviting all Bulgarians to aid in securing the triumph of the work already commenced.

Hardy, the American Blondin, goes over Montmorency Falls, on Sunday afternoon incased in a Fac-Simile Box of the famous Sweet Caporal Cigarettes.

By Mr. Salmon—Have you since said that upon your arrival at Quebec you would leave for sea again?

Witness—It is just as I already stated.

INTERNATIONAL YACHT RACES. Are you coming to New York City to the races? Stop at the Gregorio Hotel, 35th street, between 5th Ave. and Herald Square. Fire-proof. Delightfully appointed. Cool.

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WHO OWNS

THIS TRUNK?

IT HAS TRAVELLED NEARLY ALL OVER THE CONTINENT, AND IS DECORATED WITH MANY TAGS AND HUMOROUS INSCRIPTIONS—NOW ON WAY TO THE WEST.

Ottawa, August 26.—A "globe-trotting" empty grip arrived this morning at the office of the Dominion Express in this city. It started on its voyage of the express offices from Shreveport, Louisiana, on July 19, and the number of places in the States and Canada that it has visited since that time can scarcely be reckoned, for it was one mass of tags. One can see at a glance that there are several hundred of them. Where it will finish its journey it is impossible to tell, for the local office is sending it on to-day to the west. Who knows but it may end up at the place where it originally set out? And this may have been the intention of the first sender. At the various offices it has reached there have been persons not without some sense of humor and the numerous tags on the grip they have made use of to preserve to immortality their bon mots. The first tag bore this inscription: "I left home, so help me in your stumps, for I have seen better days and want to get back and rest." "Lost but not forgotten."

"For I belong to Mr. Dooley, 'soley own'." "I want to go home, boo hoo!" "Make my stay in Lewiston, Maine, short—awful dire times." "I am looking for a friend to tag me and send me on, and when I get a few more just send me back." "Bill Bailey, I am going home to have the wood cut." "Just tell them that you saw me—do not tell them where," and a few others.

The grip was also covered with bill-boards, trademarks and the like, so that it presented a veritable picture puzzle.

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We have very elegant fancy dress goods, 40 to 42 inches wide in different shades, very fashionable and tasty dress goods, with small white dots, for 22c. a yard. It is worth a great deal more. We have a very extensive and fine display of these fancy dress goods in one of our Show windows.

Come and see that. You will be convinced it is a genuine bargain. Remember the price: 22 cents a yard.

For \$1.89

We will have for sale to-day, to-morrow and Saturday, 75 Comforters, filled with very good quality cleansed or purified cotton wadding, worth \$2.50 each. For \$1.89.

For \$2.23

For 22cts., a yard

For the three last days of this week, we will have on our counter of Black Dress Goods, a very fine choice of Black Serges, all wool, which have never been sold so far for less than 30 cents a yard, and which will be offered for sale at 22 cents a yard.

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It is a very fine Black Serge, strictly all wool, for ladies' ordinary costumes and which keeps and lasts well. It is a genuine bargain At 22 cents a yard.

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We have to make place for our fall goods; in order to clear down the balance of our very elegant Black Grenadines, we have decided to offer them at a reduction of 25 per cent. These Grenadines are exquisite and very tasty for ladies' ball or evening dress

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Come and see our Opeta Cloaks, rich fancy Goods, our exquisite fans, head trimmings, laces, scarfs, etc., etc., and our prices will be an agreeable surprise for you.

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NEW DRESS GOODS

New Trimmings,
New Jackets,
New Gentlemen's Suitings.

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INVITED TO SEE OUR STOCK
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Dent's and Perrin's Gloves.

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REDUCES
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\$5,000 Reward will be paid by
Lever Brothers
Limited, Toronto, to any person who
can prove that this soap contains
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or contains any injurious chemicals.

Ask for the Octagon Bar.

The Quebec Chronicle.

BROUILLÉ TELEPHONE No 45.



QUEBEC, AUGUST 27, 1903.

HUNGLERS AND BOODLERS.

The Government at Ottawa is, by its crude and ill-considered proposals on the point of throwing back for an indefinite period the effective land transportation of the country as it has already done to the ocean service. With regard to the latter, the Syren and Shipping, one of the most influential marine journals of Great Britain declares that no ship-building or ship-owning firm of any reputation will henceforward listen to any proposals from the Laurier Government which it says has deliberately fooled the public and wasted the time of ship-owners in the past seven years. The article in our confrere makes very interesting reading, and is as follows: "After a period of uncertainty extending from 1896 to the present, the public can regard the question of a fast mail service to Canada as a chimera which has never been given reasonable chance of coming into actual being. We have, on several occasions, expressed our doubts as to the sincerity of the Canadian Government upon the matter, and have hinted that they were merely playing with the subject because the Canadian people, or a very large section of them, demanded that such a service should be provided. It would certainly have been honest to have stated at the outset that they did not believe in a fast mail service. Instead, however, of adopting this manly course, they have advertised for tenders and generally expressed a desire to round off the evidence of Canadian progress by the establishment of a 20-knot mail and passenger service between this country and the Dominion. And now, after all these years of expectancy, we learn that there has been no bona fide intention of providing such a service, and that the British public have been hoodwinked and British ship-owners have been fooled in the interests of mere political expediency. Even now the Government has not the courage to openly and candidly confess the double part they have played through all these years. The confession has had to be wrung from them, as it were, at the point of the bayonet, and hence it is more damning than if it was voluntary. On July 20, the Canadian House of Commons were voting supply, and the following item came up for discussion: 'To repay Petersen, Tate & Co. the amount of their deposit, with interest at 3 per cent., \$56,940.' There is no need to discuss in detail the scheme to which this deposit refers. Suffice it that the Legislature decided to refund the money; but the debate upon the subject broadened out into a general consideration of the fast mail question and the part which the present Government have played respecting it. Briefly, the recent history of this long promised high speed mail line is that in 1896, Sir Charles Tupper's administration had executed a provisional contract with Messrs. Allan, by which a weekly 20-knot service was to be inaugurated. All that was wanted to consummate the negotiations was the signature of the Governor-General. At this juncture there came a general election, and the present administration, when they were returned to power, professed an earnest desire to see England and Canada linked by a 20-knot, or even faster, vessels. They thought, however, that the tentative contract with the Allans was too costly, and accordingly they invited tenders, and agreed with Messrs. Petersen, Tate & Co. to pay \$250,000 per annum less for the service that had been provisionally arranged under the Tupper ministry. The necessary capital, however, was not forthcoming, and the scheme fell through, and now, in July, 1903, the deposit money has been returned. It is well known that this year the Canadian Government have again advertised for a fast service, their requirements on this occasion being of a very peculiar character, i. e., a fortnightly service by 16-knot boats and another by 21-knot vessels. The tenders which have been sent in have been duly considered and rejected for the reason that it was considered that too much remuneration was asked, and thus bearing out our frequent contention that, even if the Canadian authorities wished for a fast line, they were not prepared to pay the fair market price for such. The true inwardness of this action,

appears from the debate to which we have alluded. The Government were asked: 'Is there any probability at all that this fast Atlantic service, over which the Government have been working industriously, but vainly, for some seven years, will be realized during the next seven years?' The reply of the Minister of Finance to this query was as follows: 'The Minister of Trade and Commerce stated that the tenders (of June last) were not regarded as satisfactory, because he thought the sums that were asked were larger than we ought to pay. Practically nothing has happened since. We have not abandoned the question, and are still free to receive proposals. Occasionally gentlemen come to us and say the matter is engaging their attention, and that they will probably submit proposals to us. However, we have nothing to offer to the House, and all we can say is that the matter is still under consideration. We are prepared to make a contract with substantial people. But if they do not come we can hardly create them. Thus far the confession of the Minister of Finance is that the Canadian Government practically want a gift, or, in other words, that they are waiting for the ship-owner to turn up who will do business on philanthropic lines, and provide Canada with a fast mail service just for honor and glory. But the Postmaster-General also came into the discussion, and his contribution to the debate was even more indicative of the real intentions of the Government. He said that he did not think that the country had suffered much by the absence of a fast Atlantic service for the past seven years; that some people do not think it an advisable service at all. 'The Government,' he said, 'would favor it on reasonable terms; but I doubt if anyone can point to any injury the country has sustained by reason of not having a service up to the present date. Moreover, it would seem to me that the great development of Canada that has taken place in the last seven years, and the greater development that awaits her in the future, show that the time for securing a satisfactory fast line, so far as the interest of the country is concerned, is rather in the future than it has been in the past.' Now the Postmaster-General is a member of the Cabinet, and on this subject he was doubtless the mouthpiece of his colleagues; so that the Canadian ministry stand convicted of advertising for tenders for a service in the practicability and utility of which they have no faith. In other words, they have deliberately fooled the public, and wasted the time of ship-owners in the past seven years. What will be the result when next they invite tenders for their precious service remains to be seen, but we can with confidence prophesy that they will be severely and deservedly boycotted by all respectable firms of British ship-owners.

THE QUEBEC-MONCTON BRANCH.

Mr. Borden does not take ground against the shorter line between Quebec and Atlantic ports. He condemns the adoption of a contract for such a line until it is ascertained by careful surveys that a much shorter and better route than the Intercolonial can be obtained. But he strongly declares, and in this he surely will have the support of reasonable people, that if the Government proposes to build a short route to take business from the Intercolonial the road ought to belong to the Government. If it is necessary in order to get through business that the Intercolonial should be duplicated, let the public owners of the Intercolonial get the benefit of the duplication. Do not spend fifty-five millions to build a Government railway, then fifteen millions more to enable that railway to do a western business, and afterwards a hundred millions to take that western business away from the Government railway and give it to a private company. Mr. Borden's plan is to find out first whether it is possible to shorten the Intercolonial materially by a line across country. If that can be done, all right, but if such a short cut is made to take the trade between two Intercolonial points let that short line be a part of the Intercolonial.

Why not? The Government proposes to build the road and pay for it. Unless there is some good reason to the contrary the Government should own it. On the face of it one would not expect an investor to construct and pay for a railway and then give it away. Especially he would not be expected to build it for the express purpose of giving it away to a company to use in competition with a more circuitous line of his own. If a man owned two railways, one old and crooked and one modern and straight, connecting the same points, he might be so good natured as to give one away to a sturdy beggar, but the beggar ought to be satisfied with the old road. If Sir Wilfrid must build a new Intercolonial because the old one is out-dated and unfit for through business, and if Senator Cox is entitled to the gift of a railway, why not keep the short road and give the other to the thrifty Grand Trunk Pa-

cific magnates? Is it not true that nine men out of ten in this city, or this province, or this Dominion, having presented to them the question whether it would be better for the Government to construct a short railway from Quebec to Moncton, or some other intercolonial points, and keep it, or to construct it and give it away to Senator Cox and his friends, would say that Mr. Borden's plan is better? If Sir Wilfrid Laurier proposed to build this short line and own it and keep it, or any one else proposed to build the road and give it away, supporters of the Government would find no words strong enough to express their contempt of the Opposition programme.—St. John Sun.

RUNNING RIGHTS.

Is it practicable for a railway to exercise its running rights over several hundred miles of track that it neither owns nor leases? That depends upon those who are in control of the road. If they are friendly it is practicable; if they are not friendly, it is not practicable.

The G. T. P. agreement proposes to lease the Eastern Section, between Winnipeg and Moncton, to the G. T. P. Company for fifty years. It also professes to provide that other roads may obtain running powers over this track. Mr. Mackenzie, President of the Canadian Northern, says that running powers over a line leased by the G. T. P. would be of no value to his company. The reason is obvious. It is because the G. T. P. could, if it so desired, exercise its control over the road in such a manner as to make the use of running rights impracticable. And there is every reason to believe that it would so desire. Indeed, the G. T. P. promoters have been endeavoring all along to freeze out the Canadian Northern in order to acquire the lines of that company.

Apart from that, the G. T. P. agreement does not pretend to give such running powers as would place other railways on the same terms as the G. T. P. And the 'Eastern Section' over which a pretence of giving running powers is made, consists of a northern track which is to be connected with Port Arthur, Toronto and Montreal by means of separate lines owned by the G. T. P. over which not even the pretence of offering running powers is made. Again the Eastern Section is not to be completed for at least seven years.

That is the sort of thing that Liberal organs regard as a sound and sensible proposal. And to complete the absurdity of their position, at least one of them, Mr. Sifton's local organ, is now 'arguing' that the G. T. P. could not use running powers over a line retained in the hands not of a rival company but of the Government, — a line controlled and operated by the Government as a highway on which the G. T. P. would have equal rights with any other railway! — Winnipeg Telegram.

Confidence in Shamrock III. has very nearly gone down to zero and it is more than doubtful if any freshening breezes will raise it again. People are beginning to wonder why a yacht challenging for the cup in the hope of winning should go to the starting line with 11.5 per cent. less canvas than her opponent. The time scale of the new yachting club is distinctly in favor of the larger boat and an allowance of 117 seconds, the experts say, is but poor compensation for 11.5 per cent. extra sail.—Ottawa Free Press.

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London, August 26. — The King has approved the appointment of Lord Northcote, G.C.I.E., C.B., Governor of Bombay, to be Governor-General of the Commonwealth of Australia.

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AND THE NEW EDITION OF Graustark by H. B. McCutcheon.

Puppet Crown by Harold Macgrath.

When Knighthood was in Flower by S. J. Major.

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MORLEY'S JUST RECEIVED MORLEY'S
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ALL STYLES AND SIZES.
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AGENT FOR STANDARD PATTERNS.

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C. P. GOERZ
TRIEMER BINOCULAR

And many other Optical Goods,
of the best makers are in our stock.

OPERA GLASSES
Of the latest and finest styles.

EMILE JACOT, JEWELLER, 159 St Joseph Street.

PURE INDIAN TEA

LeMesurier's Darjeeling.

Direct from the Plantation.

Not repacked, not mixed with other teas, like so many
of the teas now being extensively advertised.

MOORE'S,
148 John Street, Quebec.

EVENING DRESS REQUISITES.

WHITE DRESS SHIRTS,
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WHITE DRESS BOWS,
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SILK HALF HOSE,
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SILK UNDERWEAR,
SILK AND WOOL UNDERWEAR,
MERCERIZED UNDERWEAR,
NATURAL WOOL UNDERWEAR.

SEE OUR COAT HANGERS, "SOMETHING NEW."

JOHN DARLINGTON, OPPOSITE POST OFFICE.

RECEPTION SHOES.

We have just received a new lot of

ENGLISH PUMPS AND DRESS SHOES.

LADIES' FULL DRESS

EVENING SHOES AND SLIPPERS.

— ALSO —

FULL LINE OF TENNIS SHOES.

CUSTOM WORK A SPECIALTY.

WM. JACQUES & SONS,
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KODAKS! KODAKS!! KODAKS!!!

All kinds of Kodaks, rolls of film, etc., etc. Free dark Rooms. Shop
open at 7 o'clock for the advantage of Tourists taking morning boats
J. E. LIVERNOIS, St John Street, Quebec

DESPERATE FIGHT WITH MAD BULL

Infuriated Bovine Nearly
Killed Two People

COULD NOT FACE SHOTGUN

YOUNG LADY'S PLUCKY ACT SAVED
A YOUNG FARMER'S LIFE
NEAR PETERBOROUGH.

Peterborough, Ont., August 26. — News has reached here of a thrilling encounter experienced by Robert A. Tedford, of Harvay, with a mad bull. Tedford was driving the animal from water in the evening, when, lowering its head, it made for the young man, who was standing on a board fence, and tossed him about unmercifully. Tedford's mother heard the noise and attacked the bull with a pitchfork, getting in several thrusts. In its rage the bull knocked her down and badly injured one of her limbs by stepping upon her. Mrs. Tedford managed to crawl into the cellarway. While the bull had pinned the young man against a verandah, with presence of mind he called to a young lady, Miss Arnott, of Peterborough, a visitor, to bring the shotgun. This she did, and gave the bull the benefit of a charge in the eye. The animal sprang back, and Tedford escaped shortly afterwards. The bull was afterwards killed by a shot from a rifle in the hands of Tedford's father. The young man is seriously injured, and would have been killed had the bull not been dehorned.

The night is Thursday, the 3rd of September. What will take place that night? Well, come to the Y. M. C. A. Gymnasium Hall and hear the concert to be given by the sailors of the warships now in port.

WHY CATARRH IS FATAL.

Because it pours a flood of poisons into the circulation that sap strength and digestion so materially as to render the body incapable of resisting disease, and consumption is the result. Catarrh is quickly cured by Catarrh-ozone, a fragrant germ destroying vapor that goes to the root of the disease. It soothes and heals the inflamed mucous surfaces, clears the head and throat, and positively never fails to perfectly cure Bronchitis, Asthma or Catarrh. Nothing is so good for diseases of the respiratory organs as Catarrh-ozone. Large out fit \$1. Small size 15c. Druggists or by mail from Polson & Co., Kingston, Ont.

EXAMINATIONS IN MUSIC.

We are in receipt of the new calendar and syllabus of the Toronto Conservatory of Music, which is in affiliation with the University of Toronto and Trinity University. This book is a volume in itself, containing much valuable information, interesting alike to the professional musician, the amateur and the student. Space does not permit us to quote from its pages, suggesting its scope and educational value, but we are sure it will get a hearty welcome from our Quebec music teachers, pupils, and those generally interested in music. The Toronto Conservatory of Music is one of the far-famed institutions of the Dominion; it had in attendance fourteen hundred pupils during the season which closed June 30th. Its faculty includes many musicians of distinction, who have been attracted to the Conservatory, from England, Germany, France, the United States and other countries. Dr. Edward Fisher, musical director of this institution, has given the best of his time and talents to the students with whom an instructor labors. His generous and ready assistance in individual student problems, outside of all class hours or class lines, has been deeply appreciated by those who have been fortunate enough to come into contact with such a musician. The Conservatory has already established fifty-two centres, located outside of Toronto, where examinations are held annually. The standard of these local examinations is the same in every respect as that of the Toronto examinations, the same grade of certificate being awarded in all cases.

We would strongly urge that our music teachers take up this study of music with their pupils more earnestly than they have in the past. Let us see to it that Quebec becomes an examining centre of which we may be justly proud. There is no reason why we should not send up our sons and daughters for these examinations, whether it be in piano, organ, violin, vocal or theory, let us make a beginning of some kind and good results will follow. It is said Quebec is not musical, we cannot even boast of a choral society. What is the cause? Presumably because our students of music have no aim, no goal to reach.

**Good Blood,
Good Health**

THIN. WATERY BLOOD IS MADE
RICH BY THE USE OF DR.
CHASE'S NERVE FOOD.

When the blood is rich and pure there is a healthful glow to the complexion which speaks of the vigor and vitality of the system. There is no more certain way for pale, weak people to attain the glow of health than by the persistent use of Dr. Chase's Nerve Food, the greatest food cure which forms new, rich blood, and creates new nerve force. To protect you against imitations the portrait and signature of Dr. A. W. Chase, the famous receipt book author, are on every box.

Blobs—How do you enjoy your vacation at the shore?
Slobs—Well, between the mosquitos and the hotel gossip I was just about stung to a pulp.

THE LOSS OF THE TUG MERSEY.

Continued from 1st Page.

ed, that something had happened to the tug. Captain Salmon—If you considered it equally dangerous to remain on the steamer or go on the boat, how is it that three experienced seamen left the steamer and five young inexperienced men?

Captain Gagnon—The mate and engineer were on board the boat and they requested me to join them.

Captain Salmon—Did you not consider it your duty as master of the steamer to look after the interests of the men in your charge?

Captain Gagnon—Yes, I know that but I thought we were all going down together as the Mersey was not safer than the boat. The clothing in the boat consisted of an old oilskin, pair of pants, two shirts, coat and vest and a woolen blanket. There was no liquor on board and everybody was perfectly sober. He knew that the duty of a captain was to be the last man to leave a steamer and he was the last to get into the boat, and even then he never expected to live. He let the Mersey to get on the boat because his two companions asked him to do so.

To Mr. Pentland—He was for several years captain of Conqueror No. 2, one year on the Florence and one year on the Dauntless, and had an experience of 32 or 33 years as a mariner. These three steamers used to go down the Gulf to tow incoming vessels to port. He was told that the Mersey had been repaired this year at Russell's dock, Lewis. He was perfectly satisfied that the boilers and hull of the Mersey were in good order when he left for Seven Islands. He had received carte blanche from Mr. Conolly to take all necessary means to place the steamer in first-class order. He remembered telling Mr. Etienne Dussault that he was sure the Mersey would reach Seven Islands.

In reply to Mr. Lamarre, witness stated that if they had had a boat 15 to 20 feet long on the Mersey the crew might have been saved. He acknowledged it was the duty of the captain to have good lifeboats. The Florence and Dauntless had the same sized boats.

In answer to the Chairman, Captain Gagnon said that he had done all he could to save the men on board as well as the steamer.

Captain Salmon—If you were 15 to 20 minutes in the lifeboat near the Mersey was it not possible to place a blanket or a sail over the hole from the outside?

Captain Gagnon replied that he saw the hole from the inside but not from the outside, as it was below the water mark.

Captain George Barras, mate of the ill-fated steamer, followed, and in reply to the Chairman said that he had been on the Mersey several years ago. He had a certificate of competency and had already been captain of a tugboat. He got on board on the 10th instant and never had heard that the Mersey was un-worthy, but did not know the condition of the boat at all though he knew she was old. He was lying down when the steamer began to leak, and the captain sent for him and told him the steamer was making water. He immediately asked the engineer if the pumps were sufficient and on receiving a negative reply from the latter he got all hands to keep bailing out the water, which was rushing in near the stern. The course was altered as soon as it was noticed that water was rushing in; course E. J. N. Does not know the compass in English. When they tried to reach land they changed the course north. Captain Gagnon was at the wheel and gave no orders. They only stopped bailing when they could remain below no longer. He then gave orders to lower the lifeboat and all obeyed the order. He did not think that the boat would remain afloat in the heavy sea. He got a line and made the lifeboat fast to the Mersey's towing post. This was on the starboard side. After the boat was launched he placed life preservers on the men and inquired who wanted to get on board. He was then on the boat, being the first to get on. After he and Bissont had got out the life preservers he told them that the only way to be saved was to put on the life preservers, but he (witness) did not put any on. He had never seen the five men before and could not say if they were mariners, but none of them were seamen on the trip. None of the men tried to get on the boat although he had asked them who would get on. He asked the captain and engineer if they were getting on board and they did. They were on the boat about 15 to 20 minutes before the Mersey went down, and they were then about one-quarter mile from the steamer. He did not hear the men crying out and did not see them go down. After the steamer foundered they did not return to the spot where she went down. When Captain Gagnon got on board he did not appear excited and could not say if those left on the Mersey were excited. All he heard the latter say was: "Stay here, you will go down yourselves." He did not measure the boat, but thinks it was about 11 to 12 feet in length. In his opinion even three men in the boat were too many, and he did not think it could contain a fourth, and did not consider himself safer in the lifeboat than on the steamer.

The examination of witness Barras was continued until ten o'clock this morning, when he will undergo a cross-examination.

**CHARGED WITH
SWINDLING IMMIGRANTS**

Ogdensburg, N.Y., August 26.—Provincial Detective Murray, of Toronto, to-day made an application to the military authorities at Plattsburg to have Gen. H. Stewart, alias Curtis, alias Gudley, turned over to him for extradition to Canada, to answer a charge of swindling immigrants just arriving in that country. Murray chased Stewart several hundred miles through New England, finally arresting him in Troy and turning him over to the United States military authorities as a deserter from the Ninth Infantry. Stewart was to have been married yesterday to a Plattsburg woman whom he met while in the army.

HAD NINETY DAUGHTERS.

AN AGED BEER GARDEN PROPRIETOR IN ST. LOUIS OVER-REACHED THE LAW BY A RUSE.

St. Louis, Mo., August 26.—Fritz Adolphy, a wealthy proprietor of a beer garden, is dead here, aged eighty-eight years. His demise is notable on account of the fact that he leaves behind him, to mourn his loss, ninety adopted daughters.

The manner in which these ninety damsels came to look upon Adolphy as their adopted parent is a strange and interesting one. It seems that in the regular course of his business Adolphy employed many girls who dispensed liquid refreshment to his guests. But a law was passed making it an indictable offense to employ women in places where liquor was sold. Adolphy was in a quandary, and hastened to his legal adviser to see what could be done. He was told, after due consideration, that in order to come within the meaning of the law he must do either one of two things: Give up his pretty girl waitresses or adopt them all as his daughters. This latter alternative nearly took away Adolphy's breath at first, but, as he was told it was the only way out of the difficulty, he at last consented. The difficulty was explained to the girls, who one and all agreed to the proposal, most of them thinking the whole thing a good joke. However, Adolphy did not forget his adopted daughters, for when he retired a few years ago he made generous provision for each.

ON THE MONTREAL EXCHANGE

Montreal, August 26. — It is announced on the Montreal Stock Exchange this morning that the Montreal Street Railway would issue a million dollars more shares of stock to its shareholders at par. Twenty thousand dollars was bid for a seat on the Stock Exchange this morning without takers.

KILLED BY A RAT

Cambria, Wis., August 26. — David G. Williams, aged 63 years, who was bitten by a rat two weeks ago, died to-day from blood poisoning which resulted from the bite. Mr. Williams was a member of the Lower House of the last Legislature. He served in the civil war.

A RECORD OF AWFUL

BARBARITY

Sofia, August 26. — The Macedonian committee has issued a black bordered list of seventy villages which have been pillaged and destroyed in the Vilayet of Monastir, to which are added instances of revolting outrages on women. The publication has created a sensation. No news has been received in official circles to-day from the interior of Macedonia. In a fight which has just occurred in the Krushovo district, the insurgents slaughtered a detachment of eighty soldiers.

A JOURNALIST'S FLYING TRIP

New York, August 26. — Henry Frederick, who left New York city on July 2, on the steamer Deutschland for a tour around the world with the hope of breaking the record, returned to New York to-night on the New York Central Railroad. Mr. Frederick was successful in his endeavor, having made the circuit in 54 days, 7 hours and 20 minutes. In speaking of his trip he said: "My object in making the trip was to see the quickest time a man could go around the world comfortably. The train ride from Paris to Dalny, China, consumed 18 days. Two days were spent crossing the Yellow Sea and two more by rail across Japan. At Yokohama, I missed my steamer by 10 hours, and lost seven days, as I was compelled to take a slow boat two days later, which spent 16 days on the Pacific. I landed at Victoria and crossed the continent in a little over four days. This with the Deutschland's fast time of six days across the Atlantic made my record of 54 days." Mr. Frederick said that he found the line of the trans-Siberian Railroad swarming with Russian troops who were being poured into Manchuria at the rate of 1,000 a day. At Port Arthur were concentrated 37 warships of all classes. In Japan he found the feeling for war with Russia running very high and active preparations being made for hostilities.

REMARKABLE SPECTACLE

VEVUSIUS SPENS AND EMITS A FIERY STREAM OF LAVA — PANIC STRICKEN VILLAGERS FLEE FOR THEIR LIVES.

Naples, August 26. — The people of Naples and environs witnessed a remarkable spectacle at noon to-day. One thousand feet below the central cone of Vevusius, the volcano opened like a huge mouth, out of which belched a fiery stream of lava which ran down the side of the mountain and at first seemed to menace the observatory, but later it deviated from the building. The eruption occurred without any warning whatever. There was no earthquake, detonation or rain of ashes, nothing but a clear stream of lava and red hot stones which were thrown to a height of seven hundred feet. The stream of lava, 15 feet broad, at 11 o'clock to-night had covered a distance of 2,700 feet. The eruption seems to be decreasing, and it is hoped that no damage will result. The spectators, far enough away not to be frightened, stood entranced at the spectacle, but those nearer were seized by panic and rushed down from the sides of the mountain to the villages near by. The alarm in these villages was somewhat quieted by the mayors affixing notices declaring that there was no danger. The Chief of Police of Naples has gone personally to make a tour of the villages around Vevusius in order to reassure the peasants and superstitious men of protection which may be deemed necessary. The superstitious lower classes are agitating for the expulsion of Prof. Krull, of Munich, who predicted the eruption, declaring that he has the "evil eye."

MELCHERS' RED CROSS
Canadian Gin
"Takes the palate and agrees with the Stomach."
Superior to imported Gin because it's old
Distilled exclusively with the finest grain.
The Only Gin... which is fully matured for years in bonded warehouses and bottled under government supervision.
The Only Gin... having its age and quality guaranteed on every bottle by an official government stamp.
Melchers' Red Cross
IN THE FINEST TYPE OF PURE, W.G.A. MATURED GIN.
It has a delicate flavor, and an agreeable mellow taste.
Highly recommended by physicians because of its old and pure.
Brewer, Wilson & Co., 400-410 St. John Street, Montreal, Canada
Sole Importing Agents

Have you any Antique Brass Electric or Gas
Fixtures badly soiled, even black.

WE CAN MAKE THEM OVER AS GOOD AS NEW.

With their original bright burnishing by our new process
SPECIAL PRICES ON QUANTITIES.
ALL KINDS OF BRASS WORK.

R. SAMPSON,
259 JOHN STREET

A MODERN GROCERY.

MR. J. A. BEAUDETTE, recently installed at the corner of Artillery and Lachevrotiere streets, has always on hand the finest assortment possible of

Wines, Choice Liquors, Butter, Vegetables.

A specialty of TEAS of all kinds and all prices. Coffees, Preserved Goods, Sugar, etc. etc. Tobaccos, Cigarettes, etc.

Promptitude, Politeness, Punctuality.
Goods delivered at domicile.

J. A. BEAUDETTE,
Corner of Artillery and Lachevrotiere Streets.

OUR BRAND
"King" Edward 1,000"
"Headlight" 500
Eagle 100" & 200"
"Victoria"
"Little Comet."
DON'T experiment with other and inferior brands.
USE EDDY'S
ALL-UP DATE
GROCERS KEEP T

As the Spring rush on Wall Paper is over, we are offering a large number of choice patterns at a great reduction. See our samples before buying elsewhere.

PHONE 693. JAS. COPEMAN, PAINTER AND DECORATOR, 54 PALACE ST. PHONE 693.

All those having papering done by us have the advantage of our cheap sale of Wall Paper.

YOU WILL SHAKE HANDS WITH YOURSELF IF YOU GET OUR QUEBEC SOUVENIR CUP.

You will be congratulated by your friends, too, and you will have a chance to congratulate them, also, for they will get one as well.

Other Quebec Souvenirs in Large Variety.

EMILE JACOT JEWELLER, 159 St. Joseph Street

THE ROBERVAL, LAKE ST. JOHN P.Q.

... AND ...

The Island House at the Grand Discharge

THE HOME OF THE LEAPING OUANANICHE

And the MECCA of the AMERICAN TOURIST and SPORTSMAN opened on the 10th June. The OUANANICHE is the recognized champion of the finny warriors of Canadian waters.

"But the prince of the pool was the fighting Ouananiche, the little salmon of St. John, the noblest and most high minded fish, the cleanest feeder, the merriest liver, the loftiest leaper, and the bravest warrior of all creatures that swim." As Launcelet among the Knights so art thou among the fish, the plain armored hero, the sun-burnt champion of all the water folks.—REV. DR. HENRY VAN DYKE

Over a thousand miles of Trout and Ouananiche Waters. Everything supplied at Hotels; Guides, Canoes, Supplies and Camping outfits.

Address: H. G. BEEMER, Manager, The Roberval.

CEYLON TEA

GREEN OR BLACK

You do not know the **NATURAL** flavor of tea if you have never used **CEYLON TEA**. No attempt is made to improve it by adding foreign substances. It reaches your table in its natural state. Try it.



TO-DAY'S WEATHER.

Upper and Lower St. Lawrence—Fine, with about the same temperature; light to moderate winds.

NEW ADVERTISEMENTS

Sherbrooke Exhibition—W. M. Tomlinson.
SS Douro—A. Fraser & Co.
SS King Edward—Holiday Bros.
Seaside Excursions—L. H. Myrand.
Melcher's Red Cross Canadian Gin—Boivin, Wilson & Co.
Dr. Fowler's Extract of Wild Strawberry.
Dr. Pierce's Medical Discovery.
Fall Novelties—Z. Paquet.



PLEASURES OF THE BATH.

For invigorating or restful treatment nothing excels the cold or the hot bath, and the plumbing material we give you will make the bath room a delight, and relieve you of any anxiety in regard to its hygienic condition.

MECHANICS SUPPLY COMPANY.
94 ST. PETER STREET.
101 ST. JOHN STREET.

Adolbert Trudel, Archt. E. I. C. S.
APPRAISER
General Superintendent of Works
—OF—
The Loan & Savings Co., Me.
CAPITAL \$250,000.00
MAIN OFFICE 104 John Street.
PHONE 1630.

Quebec Commercial Academy,
4 Cook St., Upper Town
Re-opening of the courses on Wednesday, September 2nd, new pupils to undergo examination on September 1st. Piano, \$2.00 per month; Violin, \$3.00 per month.
For further information, please apply to the
BROTHER DIRECTOR.
aug.22 to sept. 1

MISS HENDERSON'S SCHOOL.
Miss Henderson's school for girls will re-open on Wednesday, Sept. 2nd, in the Junior Class room of the Y.M.C.A. building. Early in October the classes will be removed to No. 70 D'Artigny street, and a kindergarten will be opened for little children. After September 3rd Miss Henderson will be at home to receive visitors on school business at No. 1 Bijou Terrace, Maple Avenue.

SUMMER ADDRESS.
Rimouski Wharf, P.Q.
aug.25 to 31

PATENTS PROMPTLY SECURED
We solicit the business of Manufacturers, Engineers and others who realize the advisability of having their Patent business transacted by Experts. Preliminary advice free. Charges moderate. Our Inventors' Help, 125 pages, sent upon request. Marion & Marjorie, New York, N.Y., and Montreal, and Washington.

Local News.

Hardy, the American Blondin, goes over Montmorency Falls, on Sunday afternoon incased in a Fac-Simile Box of the famous Sweet Caporal Cigarettes.

OFFICIAL VISIT.

Vice-Admiral Sir Archibald Douglas, accompanied by officers from the three British warships, paid an official visit to His Worship Mayor Parent at the City Hall yesterday morning.

NEW MOUNTED INFANTRY REGIMENT.

Recent military orders announce that a new regiment of mounted infantry is authorized with headquarters at Richmond. The regiment will be recruited in Richmond, Sherbrooke and Drummond Counties.

SCHOOL OF PORPOISES.

A large school of porpoises were observed sporting themselves in the harbour yesterday, much to the surprise of observers from the Lower Town wharves. It is a very rare thing for those lively denizens of the deep to be met with so far up the river at this season of the year, and they must have been driven up by strong winds below.

Hardy, the American Blondin, goes over Montmorency Falls, on Sunday afternoon incased in a Fac-Simile Box of the famous Sweet Caporal Cigarettes.

FIRE ALARM TELEGRAPH DEPT.

A new signal Fire Alarm Box, bearing number 123, has been placed in operation in the new theatre auditorium, St. John's Gate.

By order,
O. J. BEGIN,
Superintendent.

THEY ARE ALL RIGHT.

At Faguy & Lepinay's you will find the best assortment in ladies' jackets, costumes, and underwear.

FAGUY, LEPINAY & FRERE.

ST. LAWRENCE HALL FIRE.

The following Insurance Companies are interested in Tuesday's fire at St. Lawrence Hall, Cacouna: Hartford, \$3,000; National, \$2,500; Royal, \$2,000; Home, \$2,000; Aetna, \$1,600; Commercial Union, \$1,600; Scottish Union, \$1,500; British America, \$1,000; Queen, \$1,000. There was \$12,200 on the hall and outbuildings, and \$1,000 on furniture.

FRENCH FRIGATE BAND.

The Band of the French frigate Tage will perform the following programme on Dufferin Terrace this evening between 8 and 10 o'clock:

1. Marche Nuptiale..... G. Laves
2. Overture—Pete et Paysan. Supple
3. Selection—Herodiade..... Massenet
4. (a) Chansons—Le Biniou.....
- (b) Bretonnes—La Paimpolaise.....
5. Fantaisie—Rigoletto..... Verdi
6. Quad.—La Fille de Mme. Angot..... C. Lecocq

ALL IN.

Over 300 patterns of dress goods just received. Don't buy without a visit to our store.

FAGUY, LEPINAY & FRERE.

ARRESTS BY THE POLICE.

A man named Charles Perron has been arrested on a charge of stealing \$25. It is stated that in a bar-room squabble between cavers over a bet on a horse race, a carter named Beaulac was struck and in drawing his hand out of his pocket to defend himself he pulled the \$25 out of his pocket and it dropped on the ground, when it is alleged Perron picked up the money and disappeared. Perron was arrested and will appear before the Police Court to-day.

Two sailors of the steamship Manchester Trader have been arrested on a charge of stealing a box of cheese.

No tourists should fail to take a trip to the interesting Huron Indian Village, by the Quebec and Lake St. John Railway train leaving Quebec at 1.30 P.M. daily except Sunday for Indian Lorette, Lake St. Joseph, etc., returning to town at 4.30 P.M. A. rain leaves Quebec on Sunday at 1.45 P.M., for St. Raymond, and returning leaves St. Raymond at 7.50 P.M., arriving in town at 9.15 P.M. On Saturdays a train leaves Quebec at 10.00 P.M., for Roberval, returning leaves Roberval at 11.25 A.M. Mondays, arriving in Quebec at 8.20 P.M. Return tickets are sold at Quebec on Saturdays to all stations at Single First Class Fare.

LAKE ST. JOHN.

Another indication of the industrial development of the Lake St. John country is to be seen in the fact that the Metabetchouan Pulp Company is about to put a hundred additional men at work upon its railway line at Lake Bocheche, to connect with the Quebec & Lake St. John Railway.

A PLEASANT RECEPTION.

On Board H. M. S. Ariadne. Yesterday afternoon the elite of Quebec society attended an At Home, given on board H.M.S. Ariadne, by Vice-Admiral Sir A. L. Douglas, K. C.B., and the captains and officers of H.M.S. Ariadne, H.M.S. Tribune, and H.M.S. Retribution, and from 4 to 6.30 about 250 guests were taken in hand by the gallant officers of His Majesty's ship, and entertained in a most royal manner. A large number enjoyed the dancing, while others visited the frigate, every detail of the vessel and its armament being explained by the officers in charge. During the afternoon light refreshments were served to the guests, who returned to shore highly pleased with the afternoon's reception. Among these present were: Their Excellencies Lord and Lady Minto, Lady Eileen Elliott, and His Excellency's staff; Sir L. N. Casault, Administrator of the Province, and a number of the officers from the French cruiser "Tage." On the departure of Lord Minto a salute was fired from the Ariadne.

SPECIAL EVENING ATTRACTION.

A NERVE THRILLING FIRE DIVE.

GORGEOUS ELECTRICAL EFFECTS. Many other Acrobats, Contortionists, Aerialists, Tumblers, Jugglers, etc.

Magnificent Firework

On WEDNESDAY and THURSDAY Evenings Colossal Fire Picture.

THE FALL OF CHINA.

Exciting Races—\$2,600 in Purses.

Racing, Trotting and Pacing.

Agricultural and Industrial Display.

MASSED BANDS OF MUSIC.

EXCURSIONS ON ALL RAILROADS.

Amusement, 25c. Carriages, 25c.

Write for Price List, Official Programme, etc.

W. M. TOMLINSON, Secretary.

GRAND NAVAL PARADE TO-DAY

SAILORS AND MARINES FROM THE BRITISH WARSHIPS TO BE INSPECTED BY THE GOVERNOR-GENERAL ON THE PLAINS AT ELEVEN O'CLOCK.

There will be a review on the Plains of Abraham this morning of the sailors and marines from the three British warships now in port. The men will be landed from H.M.S. Ariadne, Retribution and Tribune about nine o'clock this morning, and will march out to the Plains, where they will be put through a series of interesting evolutions. At eleven o'clock the sailors and marines will be drawn up in review order and will be inspected by His Excellency the Governor-General.

The men of the warships yesterday landed four guns from the ships, two from the flagship and one each from the other two vessels. These guns, two twelve-pounders and two nine-pounders, were brought up to the Drill Hall, where they were left to be in readiness for to-day's review on the Plains.

TO-DAY'S YACHT RACE.

The third race of the present series for the America's Cup will be sailed to-day. The race will be fully belined at the Chronicle office, arrangements having been made with the C. P. R. Telegraph Co. for a special telegraphic service.

C. M. B. A. CONVENTION.

The convention of the Quebec Grand Council of the C. M. B. A. concluded its business yesterday morning and most of the delegates have left for home. Lieut. Colonel Evanturel was elected Grand President; Mr. P. E. Belanger, Grand Recording Secretary, and Mr. A. R. Archambault, Montreal, Grand Treasurer.

Hardy, the American Blondin, goes over Montmorency Falls, on Sunday afternoon incased in a Fac-Simile Box of the famous Sweet Caporal Cigarettes.

THE ARTISTS FOR MONDAY.

The artists who will join the musical forces for the brilliant performances of the opening of the Auditorium on Monday and Tuesday next will reach Quebec to-morrow and Saturday. As we have already stated, Miss Eileen Millett and Dr. F. H. Torrington, from Toronto, will arrive to-morrow morning by boat; the young violinist-virtuoso, Rosario Bourdon, from Atlantic City, will reach here on Saturday at noon; Mr. Paul Dufault, the tenor, from New York, on Saturday afternoon, as well as the other performers: Mrs. J. S. Saucier, Miss Lilian Bennoch and Messrs. J. J. Goulet, J. R. Dubois, R. Gruenwald, Geo. Hasneier, P. E. Lavigne, Emiliano Renaud, Joseph Saucier, and the others. The arrival of the performers in Quebec two days ahead of time ensures against any disappointment and is a guarantee that they will all be in the best of form for the performances in the Auditorium on Monday and Tuesday evenings.

You, you I mean, are going to hear something good if you go to the grand sailors' concert to be given by the men of the warships now in port next Thursday, the 3rd September, in the Y. M. C. A. Hall.

Hardy, the American Blondin, goes over Montmorency Falls, on Sunday afternoon incased in a Fac-Simile Box of the famous Sweet Caporal Cigarettes.

PATENT REPORT.

Below will be found a list of patents recently granted to foreigners by the Canadian Government, through the agency of Messrs. Marion and Marion, Patent Attorneys, Montreal, Canada, and Washington, D.C.

Any information relating to the patents cited will be supplied free of charge by applying to the above-named firm.

81,438—Wm. Y. Hunter, Middleburg, Transvaal.—Construction of tents and their valise accessories.

81,574—John Thompson, London, Eng.—Hermetically sealing of bottles, jars or other vessels.

81,817—Samuel J. Osmond, Laura, So. Australia, Australia.—Machine for washing clothes, etc.

87,956—Wm. G. Stevenson, Prospect, So. Australia, Australia.—Anti-rattling device for doors and windows.

82,251—Ferdinand Fritz, London, Eng.—Treatment of peat.

82,099—John Thomas, Middlesex, Eng.—Automatic couplings and buffers.

82,353—A. E. Watson, Kyneton, Victoria, Australia.—Scraper for wheels of agricultural implements.

Write for a free copy of "The Inventor's Help."

Mr. Auguste Pacaud, of St. Joseph, Beauce, arrived in town yesterday.

GOT TO

Have Sharp Brains Nowadays or Drop Back.

The man of to-day no matter what his calling, needs a sharp brain and to get this he needs food that not only gives muscle and strength but brain and nerve power as well.

A carpenter and builder of Marquette, Mich., who is energetic and wants to advance in his business read an article about food in a religious paper and in speaking of his experience he said: "Up to three years ago I had not been able to study or use my thinking powers to any extent. There was something lacking and I know now that it was due to the fact that my food was not rebuilding my brain."

"About this time I began the use of the condensed food Grape-Nuts and the result has been I can think and plan with some success. It has not only rebuilt my brain until it is stronger and surer and more active, but my muscles are also harder and more firm where they used to be loose and soft and my stomach is now in perfect condition. I can endure more than twice the amount of fatigue and my nights' rest always completely restores me. In other words I am enjoying life and I attribute it to the fact that I have found a perfect food."

Name given by Postum Co., Battle Creek, Mich.

BACKACHE

Is only one of many distressing symptoms which point to the presence of womanly diseases. If women thoroughly understood the relation of the local womanly health to the general health, they would understand that backache, headache, nervousness, dizziness, faintness and similar feminine ailments, cannot be cured until the womanly health is established.

Dr. Pierce's Favorite Prescription cures diseases peculiar to women. It establishes regularity, dries the drains which weaken women, heals inflammation and ulceration, and cures female weakness. In curing these local diseases, it cures the ailments which they cause: backache, headache, dizziness, faintness, nervousness, and other ills peculiarly feminine.

"I wrote you for advice February 4th, 1896," writes Mrs. Loma Haledad, of Claremont, Cherokee Nat. Ind. Ter. "I was racking with pain from the back of my head down to my heels. Had hemorrhage for weeks at a time, and was unable to sit up for ten minutes at a time. You answered my letter, advised me to use your valuable medicine, viz., Dr. Pierce's Favorite Prescription, 'Golden Medical Discovery,' and 'Pleasant Pellets,' also gave advice about injections, baths and diet. To my surprise, in four months from the time I began your treatment I was a well woman and have not had the backache since, and now I put in sixteen hours a day at hard work."

Weak and sick women are invited to consult Dr. Pierce by letter free. Address Dr. R. V. Pierce, Buffalo, N. Y.

The Common Sense Medical Adviser, is given away. Send 31 one-cent stamps, the expense of customs and mailing only, for the book in paper covers, or 50 stamps for the volume bound in cloth. Address Dr. R. V. Pierce, Buffalo, N. Y.

Weak and sick women are invited to consult Dr. Pierce by letter free. Address Dr. R. V. Pierce, Buffalo, N. Y.

Mainly About Persons.

Hon. S. N. Parent left for Montreal and Ottawa yesterday.

The Rev. C. J. Boulder, Headmaster of St. Alban's School, Brockville, is in the city.

Mr. and Mrs. J. A. Sauriol and daughter, of Cornwall, Ont., are at the Clarendon.

Mr. and Mrs. A. W. Bachelder, Boston, were among yesterday's arrivals at the Clarendon.

Mr. and Mrs. Henry Dale, two children, and Mrs. G. F. Dale, New York, are guests at the Chateau.

Captain R. Salmon and Mr. W. C. Gordon, Ottawa, registered at the Chateau yesterday.

Mr. P. Martineau, M.P. for Montmagny, is reported to be seriously ill at Ottawa.

Captain and Mrs. Lyon and Miss Lyon, H.M.S. Retribution, are guests at the Clarendon.

Messrs. E. F. Kuehn, J. W. Roberts, Mrs. M. R. Roberts, G. Simpson, Jas. A. Thomson, of New York, were among yesterday's arrivals at the St. Louis.

Messrs. J. Lindsay McIntyre, R. J. Slater, F. Muir, A. J. Brun, A. J. Brown, Montreal, registered at the St. Louis yesterday.

Mr. Arthur Murphy, who has been seriously ill, is slowly improving. He is the guest of his son-in-law, Mr. Conners, Montreal.

Messrs. C. T. Mortimer, Art. W. Ault, Ottawa; H. Seiden, John C. Gray and James Cunningham, John Bowling, Montreal, registered at the Clarendon yesterday.

Mr. E. F. Kuehn, of New York, who has been on an extended trip abroad, arrived in town yesterday. Mr. Kuehn will make a lengthy stay at the Laurentide House, Lake Edward.

Dr. and Mrs. Treadgold, of Quebec, have booked passage on the White Star Liner Oceanic, of the International Mercantile Marine Company, which sails to-morrow for Liverpool.

Hardy, the American Blondin, goes over Montmorency Falls, on Sunday afternoon incased in a Fac-Simile Box of the famous Sweet Caporal Cigarettes.

WANTED

500 men or boys to buy our men's or boy's suits and overcoats. Satisfaction guaranteed.

FAGUY, LEPINAY & FRERE.

RED CROSS.

The box in which Hardy crossed the Falls is being exhibited around town. Samples of this tobacco are also being distributed free.

COURT NOTES.

In the Police Court yesterday a woman was fined \$20 and costs for selling liquor without license. The case of five sailors of the steamer Manchester Trader was settled by the captain liberating the men from their engagement and paying them their wages.

There were no prisoners in the Recorder's Court.

HAVE THEM READY.

If your children are going to school, go to Faguy, Lepinay & Frere to select the goods you want.

A WEEK'S DELIGHT.

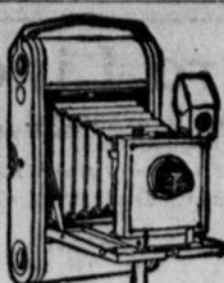
The Bandmann Opera Company which plays the Auditorium week of September 7th, is a strong company of English artists direct from London. Their repertoire for the week will consist of the following powerful successes: "The Geisha, The Toreador, San Toy, A Chinese Honeymoon, A Runaway Girl, A Country Girl, and Florodora." This Company carries no less than three well-known Prima Donnas, namely, Miss Marie Elba, from the Covent Garden Theatre; Miss Florence Wilton, from the Gaiety Theatre, and Miss Annie Roberts, of the Savoy Theatre, London, besides an ensemble of forty-five people.

DON'T BE DECEIVED.

For bedsteads, mattresses, pillows, blankets and quilts, go to Faguy, Lepinay & Frere.

SAILORS' CONCERT.

There will be a sailors' concert at the Sailors' Institute, on the Louis Embankment, this evening. The public are invited.



KODAKS!

DEVELOPING MACHINES, ETC.

EASTMAN GOODS AGENCY,
SEEDS, HAMMER, IMPERIAL, PAGET, PLATES, Etc.
COLORED (AND SPORTING VIEWS) OF QUEBEC.

RARE OLD MEDALS AND COINS,
INTERESTING BOOKS ON QUEBEC,
DEVELOPING AND PRINTING.

TWO DARK ROOMS AT THE DISPOSAL OF AMATEURS,
Bilaudeau & Camobell, 31
Next Door to Holt, Renfrew & Co., Furriers.

JUST RECEIVING NEW LINES IN SOUVENIR GOODS.

Latest Novelties in Teapots, Green, Blue and other colors, handsomely decorated.

NEW PATTERNS IN

Royal Crown Derby Cups and Saucers, Plates, etc., etc.

Handsome English China in Tea Sets, Odd Cups and Saucers.

The largest, richest and most varied stock of Cut Glass in the city.

Rose Bowls, Epergnes, Vases, Decanters, Water Bottles, Wine Glasses, Tumblers, Jugs, etc., etc.

F. T. THOMAS & Co., 10 St. John Street

AUGUST CLEARING SALE.

SPECIAL REDUCTIONS

TO CLEAR THE FOLLOWING
LADIES' SUMMER BLOUSES & COSTUMES
to be sold at extraordinary reductions.
CHILDREN'S LINEN & LAWN HATS & BONNETS

—AND—

LADIES' TRIMMED & UNTRIMMED HATS.
We are expecting new goods and must clear the above to make room

MRS. D. R. MURPHY,
46 Fabrique Street, Quebec. Telephone 122

P. J. COTE,
OPPOSITE PALACE HILL.

LADIES' UNDERWEAR.

Health Brand and Other Special Lines

Complete assortment and good values for Ladies' and Children's Underwear.

Complete Assortment

All wool Opera Flannel, all shades in plain and fancy designs, also Eiderdown Cloth in plain colors, and also fancy stripes, suitable for Ladies' Dressing Sacques (very choice.)

A New Lot of Ladies' Fancy Collars

Very latest, and a great variety of fancy Ribbons suitable for neck wear.

JUST RECEIVED

A job lot of Flannelettes, beautiful designs, suitable for Ladies' Blouses, to be sold at 10 cents per yard. These Flannelettes, are worth 20 cents a yard the designs, being similar to French Opera Flannel designs.

Ladies' Shower-proof Raglans

In all the New Shades and High Grade Goods, from \$4.50 each and up.

NEW RUCHINGS. NEW DRESS GOODS,
NEW GLOVES. NEW TOP SKIRTS,
NEW UNDERSKIRTS, NEW NECK RUFFLES,

OUR FULL IMPORTATION.

P. J. COTE,
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